RAILROAD

MARCH 1978

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Adventurous Railroading and Rail Hobbies—Founded 1906

MARCH, 1978
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ONE DOLLAR

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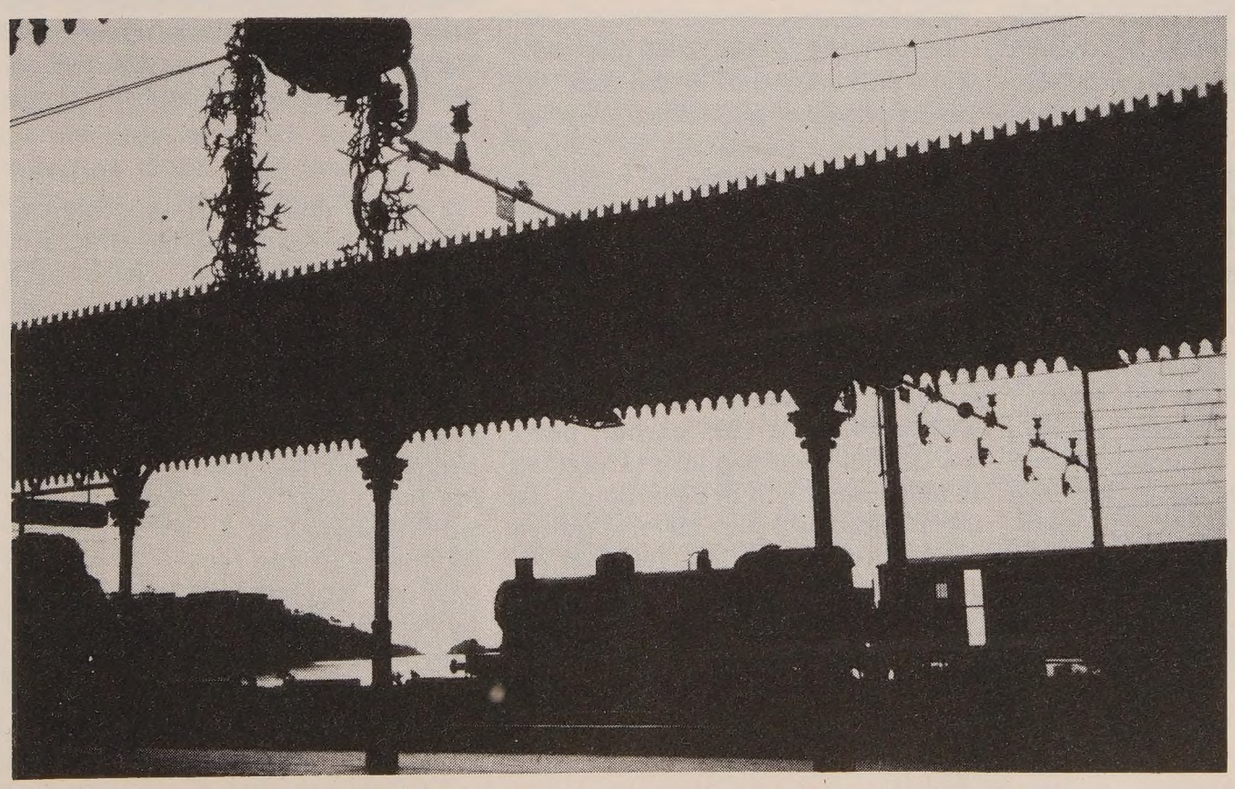

Simmering in morning sun between switching chores last June is an Italian State Rys. tank engine, class Fs, at Taormina, Sicily, on Messina-Syracuse mainline.

Jean V. Matthews, 79
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Toronto, Ont., Canada
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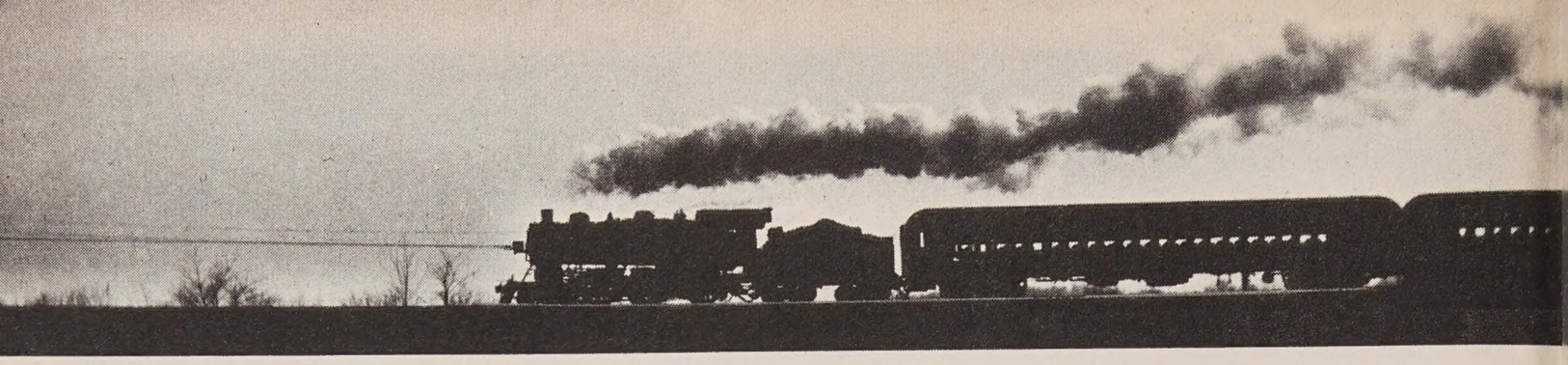

Sundown on Putnam Div. finds NYC 4-6-0 hauling passenger train near Tilly Foster, N.Y., in 1949.
Photograph by Fielding L. Bowman

JAMES L. HOLTON painted our front cover (see page 12).

Back: Sants Fe freight crosses Illinois River east of Chillicothe, Illinois. The severe cold weather also caused ice jams on the Mississippi and Ohio rivers. Despite the drifting snow and sub-zero temperatures, thousands of ATSF employes worked around-the-clock to keep the tains running. Color transparency by Orville Brent, Jr., Santa Fe System photographer. The road's Public Relations Department supplied the photo for our use.

Our Monthly Newscast

CASEY JONES'S old territory, the Jackson District of the Illinois Central Gulf, will be abandoned if the Interstate Commerce Commission approves a petition filed by the ICG. Present-day managements have little or no interest in the dramatic lore and landmarks of bygone days. But this magazine still has, and always will, so long as readers continue to support us. (See page 36.)

COURTROOM observers are predicting that the trial to determine guilt in a 1973 explosion of boxcars loaded with U.S. Navy bombs at the Southern Pacific's Antelope Yard near Sacramento will last at least seven months, reports *The Locomotive Engineer.* In the wake of the explosion the SP sued the U.S. Government for $39.6 million in damages to the yard and for claims paid to area residents and businesses.

The Government filed a countersuit asking $4.5 million for the loss of freight cars and the bombs, arguing that the SP failed to install proper brakeshoes. SP contends that the freight cars were improperly maintained and that adequate spark shields had not been installed, resulting in a spark from a hotbox igniting the wooden floor of one car, setting off the explosion.

THE MAIL CAR

where editors and readers meet

SOO LINE is ordering 250 new covered hopper cars for delivery this year, supplementing its present fleet of over 2,700 such cars, which are used extensively to move grain and fertilizer. It is also buying three new locomotives.

PENN CENTRAL plans to sell three of its major hotel properties in New York City to Loews Corp. early this year, officials said. A spokesman for the bankrupt railroad said an agreement has been reached to sell these hotels: for about $46 million: the Barclay, the Biltmore, and the Roosevelt.

DELAWARE & HUDSON has been given another "shot in the arm" by the U.S. Railway Administration's approval of an additional $2 million loan, making available $4 million in Federal funds it can borrow at any time. This brings up to $30 million the total aid from taxpayers that D&H can draw from, including $26 million that the railroad had borrowed from the Government in the previous 18 months. The Norfolk & Western, a wealthy Virginia coal carrier, owns the D&H but is doing little or nothing to help keep it out of bankruptcy, citing a company policy stemming from the ICC ruling that the NW must acquire the D&H in 1964.

The USRA charges that NW "has not charged its obligations to the D&H or the public" because it (1) refuses to advance money to its subsidiary, (2) fails to assist the D&H management or operations in any meaningful way, and (3) caused the D&H to pay $2.3 million in dividends—including a $2 million dividend in 1970, a year in which the smaller road had a net income of only $619,000 (it had a deficit in net income of $2.5 million in 1971). The D&H serves a large portion of New York State and is a bridge carrier linking the South and West with many New England railroads.

UNION PACIFIC'S four-color employe magazine *info*, and its brochure on UP's ability to handle the demand for coal won competitive top awards by the International Association of Business Communicators, Midwest Division 4.

SOUTHERN PACIFIC plans to spend some $257 million for capital improvements in 1978, up from about $207 million this year. Of this amount, $129 million will go for rolling stock and $86 million for roadway, track, and structures. Rolling stock to be acquired includes 94 locomotives costing over $59 million, about 1,900 freight cars costing over $66 million, and 50 cabooses costing over $2 million.

THE 627-MILE Southern Railway line between Washington, D.C., and Atlanta is now solid continuous welded rail. The final Orgotherm weld (a special German-developed process) was made at Duluth, Ga., north of Atlanta, last Nov. 21st. On Southern, Orgotherm welding is used to connect quarter-mile rail sections at the installation site. These, in turn, were produced at a central plant at Atlanta by joining regular 39-foot rail sections together with conventional flash-butt welds. Then quarter-mile-long trains hauled them to the site. Continuous-welded "ribbon" rail en-

hances the speed, safety, and comfort of train movements.

LOCKPORT, N.Y., resident along of Conrail tracks were evacuated from their homes after a freight train derailed, striking at least one home and leaking liquid oxygen from a tank car. The derailment at 10:24 p.m. was along Church Street, in a residential neighborhood. No injures were reported.

A NEW KIND of workshop will provide the training required by the Code of Federal Regulations for shippers and carriers of hazardous materials. The workshops will instruct supervisors, drivers, warehouse, shipping, and purchasing personnel. They will cover safety requirements for railroads and other modes of transportation, labeling, packaging, shipping containers, etc.

One-day workshops will be held on a regular monthly schedule in major cities throughout the country beginning in Newark, N.J.; Boston, Philadelphia, and Baltimore. For further information, contact Hazardous Materials Training Specialists, Inc., 320 W. Main St., Kutztown, Pa. 19530.

EIGHT members of the University of Evansville basketball team were killed, together with 15 other persons, by an airplane crash in bad weather near Evansville, Ind., last December 28th. Wreckage and bodies were scattered on both sides of a ravine and down among Louisville & Nashville Railroad tracks. The corpses were removed in railroad boxcars—the easiest way.

RAIL JOBS OPEN. The Public Utilities Commission of Ohio (PUCO) has potential openings for railroad inspectors in the Northeast and the Southwest sections of the state. The positions, which are classified as Railroad Inspector I, entail checking tracks, cabooses, locomotives, crew quarters, switches, signals, bridges, grade crossings and tunnels for possible defects.

The inspectors also investigate operations of rail companies in Ohio to assure that they comply with PUCO rules and regulations. Beginning salary is $5.04 per hour. Inquiries may be made by contacting the PUCO Personnel Office, 180 East Broad St., Columbus, Ohio 43215; telephone—(614) 466-7330.

Becki Calvert watched Southern Railway's northbound *Piedmont* with two GP-38's and four FP-7's pulling passenger cars and piggyback flats roll into her home town of Charlotte, N.C., on November 25, 1973.

William T. Morgan, AG2, OPS 1 MET Code 30, Navasupp for Antaractica, FPO, San Francisco 96601

Views and Reviews

TY PRICE'S poem, "Beverly Curve," (Jan. issue) is beautiful. I was interested, too, in your note about Bill Knapke, a real railroad man. The photo above the poem rings a bell with me. Isn't it a Pennsy train about to catch the mail at Shrewsbury, Pa., on the line between York and Baltimore?—Charles A. Elston, 717 Station Ave. D30, Cornwallis Heights, Pa. 19020. *(Ed. note:* Yes, Charlie. I seem to remember you sent us that picture yourself long ago. Incidentally, Bill Knapke's book, *The Railroad Caboose,* is still on our book list.)

READERS invariably describe themselves as "avid" railfans. We can't recall ever getting a letter using a different adjective in this connection. Maybe during the next 10 years or so, some bold individual might prefix the word *railfan* with *active, eager, enthusiastic, keen, whole-hearted,* or some other term. But don't bet on it.

RAILROADERS should be concerned about the earnings of their industry because it requires a $4 billion annual level of capital expenditures to sustain itself and to provide fair wages and job security. It is a big investment in people, plant and equipment. So, how do we railroaders stand in earnings on our net investment?

Citibank (formerly the First National Bank of New York) compiled 1976 net investment figures. Here are average returns on net investment for selected industries.

Oil and gas industry, 11.3 percent; auto industry, 14.2; drug industry, 14.9; mining industry, 17.1; public utilities, 11.8, while the nation's railroad network averaged only 1.2 percent return on investment. Commenting on this subject, the Grand Trunk Western *Reporter* says:

"Let's quit taking our jobs for granted. There's no guarantee on jobs if customers lose confidence in service we give them.

"Let's re-introduce a revolutionary work force which seems to have been lost for the past two generations—honest, individual, on-the-job effort. Let's make a contribution in our jobs before we find ourselves compelled to ask for contributions."

"STOP, LOOK AND LISTEN." We read in the *Ontario & Western Observer* (O&W Chapter, NRHS) that signs bearing this legend are believed to have been placed first at Gettysburg & Harrisburg RR. crossings between Gettysburg and Carlisle, Pa. This road, which later became part of the Philadelphia & Reading (now Conrail), was opened to traffic in April, 1884. Its Vice President Col. J.C. Fuller, who had been in charge of construction, said the slogan came from an opinion delivered in 1880 by Justice Edward M. Paxton of the Pennsylvania Supreme Court in a crossing-accident suit brought against the Shenango & Allegheny RR. The justice threw out the case because the plaintiff did not "stop, look and listen before attempting to cross the track." In July, 1891, the P&R began using that advice on crossing signs throughout its system. Later, other railroads began doing likewise.

A USEFUL BOOK in our office library is the Rand McNally Road Atlas, a new deluxe version of which is available from Gamus Gift Gallery, Ltd., 3020 Malmo Dr., Arlington Heights, Ill. 60005. It shows maps of every state in color, also 184 major cities, 17 maps of national parks, plus Canada and Mexico and mileage charts of over 100 cities: 128 pages, 11x15e, opens to 15x22e. It may be had for $6.95 postpaid (add sales tax), including at no additional cost, your name gold-stamped on the leatherlike vinyl cover.

The Personality Parade

EVERETT DE GOLYER, JR., custodian of the DeGolyer Foundation in Dallas, Texas; member of the Board of Directors of the Railway & Locomotive Historical Society, and No. 34 of our *Interesting Railfans,* died Dec. 17, 1977, nine days before his 54th birthday. His father, a millionaire philanthropist, had set up the Foundation in 1956. "As custodian of the collection," wrote Lucius Beebe, "Everett DeGolyer is beyond all peradventure the most knowledgable repository of railroad matters to be encountered anywhere. Primarily concerned with motive power history, his field of interest embraces the entire field of railroad operations." He is greatly missed.

MILLARD FILLMORE started something on Dec. 21, 1852, shortly before he'd leave the Presidency—something which is having reverberations today in his adopted home town of Buffalo, N.Y. One of his last acts in the White House was to sign a bill to benefit that city.

A major chief stumbling block in the West Side Rowing Club's search for land is Fillmore's bill. The oarsmen want to build a new clubhouse to replace the one destroyed by fire in 1975. They picked a lot at Days Point, almost directly beneath the American side of the Peace Bridge. The bill had given that property to the Lockport & Buffalo Railroad, which wanted it in order to reach Fort Pierce, now the site of the Peace Bridge. The gift stipulated that the land would revert to the Federal Government if the railroad did not build its extension within two years or if it should ever cease to operate.

The L&B did operate for many years, mostly in the New York Central System, but when the Niagara section of the Thruway was built, New York Central moved that portion of its line further east. So Fillmore's land was back in the hands of Uncle Sam, but the Government is doing nothing with it. Pressure is being exerted to get the Government to deed that parcel of real estate to the city, in the hope that the West Side Rowing Club can eventually buy it for a new clubhouse.

C.J. THOMAS, 620 East D St., Brunswick, Md. 21716, writes: "Your magazine occasionally tells about owners of operating equipment who have no tracks to run it on. My situation is just the opposite. I have access to trackage in an area which draws about 1,000,000 people annually, but I need capital to operate a tourist railroad. Would like to get together with any individual or group that can qualify."

DESIGNER of distinctive logos for Canadian National Railways, other organizations, and books, Allan Robb Fleming died in Toronto last Dec. 31st at age 48. Although he was the most important and influential figure in Canadian graphic designing, he had no university or art school training.

TWO TEEN-AGERS were arrested and $10,000 in loot was recovered by Conrail police using a K-9 dog in a field near Conrail's yard in Cheektowaga, N.Y. Conrail police had been investigating pilferage of boxcars in the Bison Yard for several weeks. Charged with possession of stolen property are Norman E. Smith, 17, and Kenneth Zielkiewicz, 16, both of Cheektowaga.

Among the recovered property were five motorcycles, 47 tires with rims, car batteries, and a stereo. The loot was discovered under several tarps in a swampy field across Cayuga Creek from the yard. Zielkiewicz was freed on $500 bail. Smith, who is awaiting sentencing on another charge, is out on $10,000 bail.

WILLIAM G. KITCHIN, member of the Central Oklahoma Railfan Club, married Elayne Bashara aboard an Amtrak train, the *Lone Star* on a Tuesday evening last December near Britton, Okla. After honeymooning in Chicago they took up residence at 5704 N. Georgia, Oklahoma City. The knot was tied in a drawing room. Amtrak supplied a decorated cake, a magnum of champagne, and rice, and even provided free transportation for those who wanted to accompany the wedding party to Guthrie, Okla., where autos were waiting to take them back to Oklahoma City. This news comes from Lawrence Gibbs, 623 McFarland, Stillwater, Okla. 74074, a *Railroad Magazine* contributor and editor of *The Dispatcher,* newsletter of the CORC.

I AM COLLECTING data on railroads for use in a book I'm writing about the three years I was a hobo (1937-'39). During that time, I rode some 25,000 miles on 50 railroads in all 48 of the then-existing states. Fortunately, I kept a diary, but it recorded mostly events and feelings. Many readers, however, might also want to read about some of the steam locomotives I rode behind. Can some reader supply a Midland Continental roster?—S. Carl Traegde, 20831 Highway 126, Noti, Ore. 97461.

"Dead" Passenger Revived

AS THE CROWDED "5:45 to Waukegan," a commuter train, rolled out of Chicago & North Western station in Chicago the other day, a passenger in the lead car shouted: "A man has had a heart attack! Is

there a doctor?" A dramatic battle began to save Frank McWilliams, 60.

When he slumped in his seat, several of the 150 passengers laid him across s bench seat and loosened his shirt collar. Another rider, identifying himself as Dr. Charles Swisher, worked over the man. Conductor Gordon Hanna radioed traffic-control personnel to say the train would make an unscheduled stop and he asked for help. Three Fire Department paramedics met the train in an ambulance. One of them said:

"When we got inside the train, we found passengers and a doctor doing a great job of artificial respiration. The victim was a 'triple zero'—no pulse, no blood pressure, and no breathing. He was just about clinically dead."

Twice the paramedics used their Life Pack 4 to send an electric shock across the man's chest to defibrillate his fluttering heartbeat. They also injected sodium bicarbonate to remove acid build-up. Then they reached into his throat with a laryngoscope, forced open the epiglottis behind the tongue, and inserted an endrotracheal tube to clear the air passages. The man began breathing again, later had further treatment in a hospital.

(Note from Freeman Hubbard: I safeguard my own heart action by minimizing tension, by developing a hide like an alligator's so that my feelings cannot easily be hurt, and by taking moderate exercise regularly. Also by eating coarse whole-grain bakery products and brown rice, among other items, by never adding white sugar to any food or beverage, by avoiding tobacco and liquor, and by supplementing a reasonably balanced daily diet with vitamin and mineral tablets or capsules—especially E and B complex, which well-informed doctors say that the heart needs abundantly.)

Solar Power for Railroad

A SOLAR-POWERED microwave radio system costing $4 million will be built aong the route of a new Australian railroad. Train drivers on the 831-km track will communicate with base through radio towers every 35 km along the track.

Instead of stopping their trains at sidings and telephoning the control center, crews will now use their radios. The new solar-powered system will be a major cost-cutting factor on the project, as it will require far less maintenance than the old telephone hook-ups.

Most of Australia enjoys more than 3,000 hours of sunshine yearly; but the highest annual sunshine figures, over 3,500 hours, are recorded in the harsh, arid region through which the rail line is being built. The railway will need only 24 of the 72 channels powered by the solar collectors; the rest are being considered by Telecom Australia for commercial use.

The railroad will link the Trans-Continental Railway with the town of Alice Springs in the heart of Central Australia, passing through desert country very little different from parts of the Middle East.

The above report by Frank Rees, 8 Hardam St., Belgrave, Victoria, 3160, Australia, comes from the Dec. '77 issue of *Solar Energy Digest,* the editor of which comments:

"It seems to us that the Australian 'Outback,' where the new railroad is being built, is an almost ideal location for complete solarization of both the roads and the railroads because of the great distances included, the high solar radiation, and the scarcity of local fuels.

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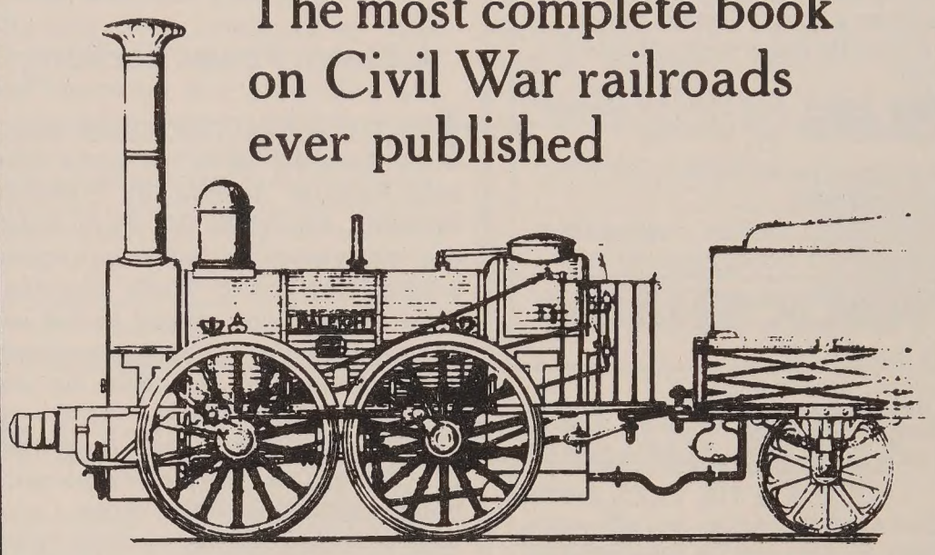

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"Until this time arrives, however, there are other means of using the sun to power railroads, including steam accumulator tank cars. Depending on the weight of the train, it would probably not be necessary to stop more than three or four times on the 516-mile run on this new road, for example, to change accumulators, particularly if two or more accumulator cars were used at a time."

A Steam Power Section

I ENJOYED READING a book which my daughter gave me some time ago: *Railroad Avenue,* by Freeman Hubbard, especially his story about the monument which passengers erected for Grand Trunk engineer Frank Blaine, who stayed on his engine and died in a head-on collision at Napanee, Ont., Canada, on the night of Sept. 21, 1906.

Both my wife and I were born near Brockville, Ont., where my parents bought a home in 1904, when I was seven years old. I had already made up my mind to become an engineer when I grew up, so naturally I spent a lot of time around the yards. I loved those old steam engines, and still do. At that time, Frank Blaine was still in freight service. Brockville being a terminal, all engines were changed there. Occasionally, when he was taking his engine from the yard to the roundhouse, he'd let me ride with him, and he became my hero. I clearly remember the cornfield meet in which he was killed. No one could have mourned his death more than I did.

He was well liked and highly respected. His funeral was the largest ever held in Brockville. My family moved to my present address in 1908 and I have lived here ever since. Some time ago, while visiting Brockville, we went to the cemetery and took the picture shown here. When I retired in 1961, after 46 years of continuous engine service on the New York Central between Syracuse and Buffalo, N.Y., my wife—who is still my sweetheart after more than 58 years—dedicated this poem to me:

His Life's work was a battle,
In heat and rain and snow,
All hours of the day and night
When he was called to go.
But he fought the battle bravely,
And when the end had come
He should look back with honest pride
To a life of work well done.

—Stanley W. Cadwell, 200 Lionel Ave., Solway, N.Y. 13209.

HIRING OUT to the Southern Pacific in 1906, Frank H. Anderson began railroading in the days when woodburning engines stopped every 20 miles or so to be refueled. He retired from the Chicago & North Western at Des Moines, Iowa, in 1950 and has accumulated a large collection of railroadiana of the steam age.

"One hot August day about 40 years ago," he recalls, "I came around a curve onto a burning bridge. I was making about 50 and didn't know how long the bridge had been burning. The fireman got scared and I thought he was going to jump. I hollered, 'I'm staying on!' We hit the bridge, and the flames fanned out on both sides. We put about 20 cars over it and some caught fire. In another 20 minutes there would have been no bridge and we would have filled up the ravine!"

WHEN Hugh L. Hill went firing on Jan. 19, 1942 for the Baltimore & Ohio at Washington, Ind., he knew full well what the conditions of his working environment would vary from locomotive to locomotive, as would his living accommodations while on the road from one terminal to terminal, reports *The Locomotive Engineer.*

But Hill was confident that in time his oft-deficient working conditions and living quarters would improve. They did—drastically, he noted last Nov. 5th after completing his rail career with Chessie System, thanks largely to the efforts of the Brotherhood of Locomotive Engineers. Says he: "Our living conditions, especially, have been improved—from sleeping in an attic, which we ourselves paid for, to a (motel) room, which the company pays for."

From $70 to $2,300

IF YOU HAD bought Lionel Corp. common stock in 1963, you would have seen what cost you $4 a share climb as high as $21 in 1968 and then tumble to the $5 it trades at now. But

if you had bought a Lionel O-gage model of a GG-1, the electric loco that pulled the *Broadway Limited,* you would have paid $60 for an item now offered to collectors for $600.

Financially troubled Lionel quit making electric trains in 1969. But toy trains have appreciated in value like many other collectibles such as comic books, posters, political campaign buttons, and beer cans.

In 1934, the value of Lionel's large-size *Blue Comet* set was $70. Today it's $2,300. The other day at Tulsa, Okla., a man had in his attic a toy locomotive and four cars and sold all five pieces for what he thought was a stiff price, $50. The train turned out to be a "state set"—Pullman cars named after California, Colorado, and Illinois, and a New York observation car. Dealers are quoting state sets in excellent condition at about $7,000.

Unlike the stock market, the market for toy trains has no specialists standing by, ready to buy or sell. Prices are simply what anyone can get for trains he wants to sell. So please don't ask our Barbara Kreimer the value of any such item. The same applies also to rare old photos, books, and other railroadiana.

The Wizard of Oz

FOR 77 CHRISTMASES, naive parents and others have been giving children *The Wizard of Oz,* under the impression that it is a mere fantasy. Much as I hate to disenchant anyone, it is time to expose this book for what it really is, a clever vehicle for instilling in kids a perverse desire that Santa brings them a foreign (rather than American) key-wound train and to inculcate propaganda for the metric system.

The book was published for Christmas, 1900. During that year the Ives Mfg. Co. of Bridgeport, Conn., was planning to bring out their O-gage key-wound track trains the next year, and steps were taken to try and counter this move. The writing of *The Wizard of Oz*—the name "Oz" itself refers to O-gage tinplate—was a major step in this program to impede the sale of Ives trains.

When the book opens, Dorothy, the heroine, is living in Kansas with her "Aunt Em." The "Em"—that is "M"—stands for metric, meter, and millimeter. The entire plot of the book relates to Dorothy's frantic efforts to return to "Aunt Em."

A cyclone carries Dorothy's house from Kansas until it comes down with a "severe" shock in the land of the "Munchkins," obviously Munchen (Munich), the capitol of Bavaria, a fact verified by the statement that the Munchkins are all dressed in blue and white (the colors of Bavaria). The "shock," of course, is that foreseen to the Bavarian economy by the pending introduction of the Ives track trains. Dorothy is told that if she wishes to return to the good old U.S.A. she must seek the aid of the "Wizard" in the E-MER-ald City. Can anyone doubt that the E-MER-ald City is other than Nu-REM-burg where toys are made? It is evident that the purpose of the volume is to extoll Nu-REM-burg and its toys.

Dorothy is accompanied by three allegorical characters. The first and most important is a scarecrow who keeps saying he wants to get a "brain" in E-MER-ald City (Nu-REM-burg). He means a "train," of course. The "brain (train)" business cleverly instills in young minds a curious idea as to where people with "brains" will look for their "trains." The second symbolic figure is a man clad in tin(plate). The third is a lion, a symbol obvious to any student of tinplate train history.

At E-MER-ald City the travelers are fitted with green eyeglasses, locked on by "a little key" that the "Guardian of the Gates" wears as the badge of his office. With the key-wound eyeglasses on, everything looks wonderful. Can anyone doubt what the introduction of this key business means—a key from E-MER-ald City (Nu/REM-burg)? On the other hand, consider the book's attitude toward bridges. There are none on the great

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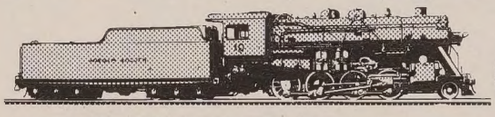

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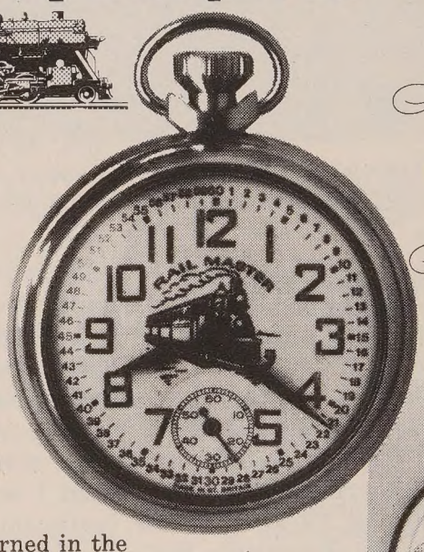

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highway of Oz, which is paved with yellow brick. When the travelers come to a gulf they have a frightening adventure crossing it on a tree they have felled, thus subconsciously turning young readers' minds against Bridge(port). In the end Dorothy returns safely to Auntie Metric. This piece is copyrighted, 1977, by Louis H. Hertz, 4 Colvin Rd., Scarsdale, N.Y. 10583.

(Ed. note: Louis Hertz, probably the world's leading authority on toy trains, began reading our magazine in Nov. '33. He says: "It was a revelation and opened a whole new world for me, giving me a shove toward the career I have since followed. Until then, the only railfan periodical I was aware of was the old *Lionel Magazine.* That Nov. '33 issue of *Railroad* had a feature by the late Walter A. Lucas, who, like many other readers and contributors, became my personal

"A few months later, I was reading an issue of *Railroad* with a cover picture of bandits holding up a train. A visitor called my mother to task for letting me read such a magazine. My mother replied that in the first place if there was anything wrong with *Railroad* I wouldn't be reading it and, furthermore, she'd looked at the magazine herself and found it rather good and educational."

New Track Machines

NORFOLK & WESTERN has a new machine that not only distributes new crossties and picks up old ones, but also walks along the tops of railroad cars as it works! This machine can work in a string of 10 cars per day, thus eliminating the need to switch cars every few hours. Traditionally, most heavy equipment used to unload ties, such as cranes and backhoes, is limited to working in only two gondolas at a time. The switching time required to bring in new loads slows down the distribution process.

Since field testing of the "Lucky Loader" began last spring, NW has been able to cut in half the amount of time required to distribute ties to its maintenance-of-way forces. The new machine is one product of a continuing joint research project of the railroad and the U.S. Department of Agriculture on tie disposal. The overall objective is to find a better way to clean up right-of-way, eliminate potential ecology problems, and develop new uses for recycled ties.

Positioned on top of a gondola car, the Lucky Loader rolls on 8 flanged wheels, arranged in tandem. It is powered by a diesel engine that drives hydraulic pumps. As soon as one gondola is unloaded, the machine prepares to move to the next load of ties. It is estimated that NW's new machine will eventually be able to retrieve most of its old discarded ties. The remainder are given away or discarded in inaccessible locations. The road installs about one million ties annually on its 14-state system.

THE 18-MILE New Hope & Ivyland has its northern terminus at New Hope, Pa., a village on the Delaware River, where—during the early days of motion-picture taking—Pauline survived many a peril. The blonde beauty was tied to railroad tracks and destined to die under a steam locomotive, only to be rescued at the last minute by her hero.

Today, the NH&I offers a beautiful ride between New Hope and Warminster. This tourist road keeps a well-maintained trackage. During its replacement of ballast and ties, spike-driving is hastened by the use of an Ingersoll-Rand spike-hammer, powered by an 85 cfm air-compressor mounted on train wheels. Areas between the ties are tamped by an Ingersoll-Rand upright rammer (UR-12). This unit has been found to be especially effective at switches. One man can easily handle the UR-12 where it compacts the roadbed. The unit operates so quietly that foremen sometimes have to check to see if the gandy dancer is asleep on the job.

A DRAMATIC STEP to modernize U.S. railroad maintenance and re-

habilitation methods was the signing of the Federal Railroad Administration of a contract for a 221-foot, all purpose, track-renewal machine. This device will uproot wooden ties and old rail while simultaneously laying new concrete ties and continuously welded rail on the $1.82-billion Northeast Corridor improvement project.

FRA is paying $1.9 million for the machine, which will be built by Canron Rail Group, a West Columbia, S.C., subsidiary of Canron, Ltd., Montreal. While such machines are commonly used in Europe, this will be the first application in the U.S. The company will build the tandem machine at its South Carolina plant, where it produced a similar one for Canadian National Railways last August.

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Canada Heard From

CANADIAN NATIONALS 1,265-foot St. John River bridge in New Brunswick has one distinction. It crosses the river at a narrow point of the gorge near the famous Reversing Falls—a tidal phenomenon that entrances tourists, Shirley Whittet writes in *CP Rail News.*

The bridge is a cantilever type with plate girder approach. It is made up of eight 80-foot girder spans, two 275-foot cantilevers, and a suspended span 150 feet long between them. The bridge is 88 feet high from water level to the base of rail, represents 2,315 tons of steel, and rests on concrete piers.

According to an engineering department report of 1921, "the anchorage at the east end required excavation in solid rock, while a concrete pier was built for the west anchorage."

The first regular passenger train to cross this structure was the *Boston Express* on Nov. 23, 1921.

CP RAIL policemen are patrolling snowmobile and cross-country ski territory this winter, explaining why railway tracks are risky playgrounds. In addition to the dangers of running a snowmobile on the right-of-way, other hazards exist. A snowmobile moving parallel to the rails can hit a bump and throw the operator beneath the train wheels. The protruding steps of cabooses have killed more than one snowmobiler who came too close. Bundled up in winter headgear and close to the roar of his own engine, he is often unable to hear a train approaching behind him. A long, heavy freight cannot possibly stop in time to prevent a collision. In most fatal accidents, the snowmobiler is either struck from the side or behind without being aware of the train's presence.

CP RAIL'S 46-year-old station at Meath Park, Sask., has been converted to a public library. Its exterior still looks the same, except for the addition of a porch with wrought-iron railings and a flower garden out front. Librarian Mary Esopenko was supremely happy when the town of 300 inhabitants bought and renovated it with a provincial government grant. Mary formerly ran a library in her home with some 500 books. When the new library opened, double that number was transferred to it. The original ticket wicket is now a bulletin board and book shelves line the walls.

KEVIN CLAPSON, 18, passenger on a single-engined plant that crash-landed in front of a fast-moving Canadian National freight train last Dec. 21, was killed and the only other plane occupant, pilot Mark Trevor, 22, was critically injured. This occurred at New Norway, Alta., about 45 miles southeast of Edmonton. The plane developed engine trouble. Trevor tried to land on the CN right-of-way, but his plane hit a power line and flipped over. The train, rounding a curve, smashed into it.

Scenic Line of the World

A careful historical study of the original Denver & Rio Grande narrow gauge "transcontinental" from Denver across the Rockies to Salt Lake, and its modern-day remnant over Marshall Pass and thru the Black Canyon. By Gordon Chappell and Cornelius Hauck. 160 pages 8½x11, profusely illustrated, maps, index, two full color Otto Kuhler paintings, deluxe cloth binding. Expanded from Colorado Rail Annual No. 8 (1970). **$9.50 ppd**

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CP RAIL has ordered 44 new High Cube (high cubic volume) boxcars at an estimated cost of $3 million. They will augment the existing fleet of about 125 such cars, and will serve the automotive industry.

CHINA is opening its doors still wider to the West. After quietly arranging its first American package trip to that ancient land, Pan Am flew 120 men and women to Hong Kong last December 1. Three days later, those passengers entered China by train for a 10-day tour of Canton, Hangchow, Shanghai, and Peking. Pan Am didn't publicize the trip. Last September it sent letters to members of its Clipper Club and Frequent Traveler system announcing the package, which quickly sold out.

GRAF VON HOYA, Germany's oldest museum on the rails, makes weekend and holiday trips along a five-mile stretch between Bruchhausen and Asendorf, south of Bremen. This unusual museum train, maintained by the German Railway Society, has carried more than 200,000 passengers in the last 10 years.

JAPANESE RAILWAYS is warring on cockroaches that are upsetting the computers on the high-speed train between Tokyo and Hakata. A cockroach recently got into the speed-measurement circuit of one train, so that the computer recorded a speed of 130 miles an hour when the train was standing still in Nagoya station. Engineers on the line are now being issued high-powered insecticide with their tool kits.

QUAI D'ORSAY railroad station in Paris on the Left Bank of the Seine will be converted over the next few years into a national museum of 19th century art. It will house not only paintings of the Impressionists (at present confined for the most part to the small, overcrowded Jeu de Paume Museum in Tuileries park) but also the Neo-Impressionists, the Symbolists, the Academics, and the pre-Raphaelites.

AT GRIESHEIM, West Germany, 21 railway trucks filled with gravel broke loose from a train late one night and rolled at increasing speed through a built-up area for eight miles before crashing into a two-story house at about 75 mph. The house was demolished but the two elderly women living there survived unharmed.

A NEW SOUVENIR tea towel of fine linen, 18½ x 30 inches, is available from the Keighley & Worth Valley Light Railway by mail from Haworth Station, Keighley, Yorks, England. It pictures in bright colors four of the steam locos that run on the 5-mile railway through West Yorkshire's "Bronte Country," also a map of the line. This beautiful towel may be had by mail for $2.50 by mail to U.S. and postpaid, or $2 each for additional towels.

YOU ASKED what became of Janet Oakden's attempt to become Australia's first feminine loco driver. She is a tall, willowy, good-looking girl employed as a railway waitress but eager to enter engine service. The Australian Federated Union of Locomotive Enginemen will not accept her into membership due to the expense that would be involved in providing facilities for women drivers.

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The Public Transport Commission refuses to pay the cost; so the matter is a stalemate.

Have you ever printed news of plans for Australia's "Main Southern Line"? This line currently includes 48 km. double track controlled not by CTC but by the block system, with instruments at each signal box under command of the train controller. Also 160 km. of single-track line controlled by an electric staff system, with many kerosene-lit signals, most of which have a tendency to blow out, the rest of the signals being mainly semaphores plus a few color lights.

I am a locomotive fireman, age 19. I'm also interested in America's Southern Ry., particularly in the area of Georgia and the Carolinas. I'd like to get a Southern Ry. poster, also a pen pal interested in SR or the Georgia Railroad.—Kevin Lawrence, 591 Kurnell St., South Albury, New South Wales, 2640, Australia.

AUSTRALIAN railway workers who keep the stations running in Queensland have been ordered to stop running themselves. The 1100 stationmasters, assistants, ticket sellers, and traffic inspectors have been told to walk at a leisurely pace in hot weather. They have been warned they run the risk of a heart attack in the summer heat.

"Things are getting ridiculous with stations all over Queensland understaffed and the work load far too great," Station Officers' Union Secretary, Peter Sherwood said. "Some of our people are being forced to run quite some distance between ticket offices and shunting offices to carry out their duties in devastating 100-degree temperatures."

Changing the subject, David Wellard, age 20, had a narrow escape at East Maitland in N.S.W. when he had to leap from a railway bridge to avoid an oncoming train. Dave had been taking a short-cut across the bridge at midnight when he was suddenly terrified to see the headlight of the *North Coast Mail* shining in his face. Jumping from the track seconds before the train rushed by, he fell 60 feet into a dry flood channel. Seeing him fall, the engine driver alerted the East Maitland stationmaster to call police and an ambulance. David suffered fractured ribs and a broken left wrist, was treated at a hospital and is now recovering at home.—A. Mann, P.O. box 3, Drummoyne, N.S.W., 2047, Australia.

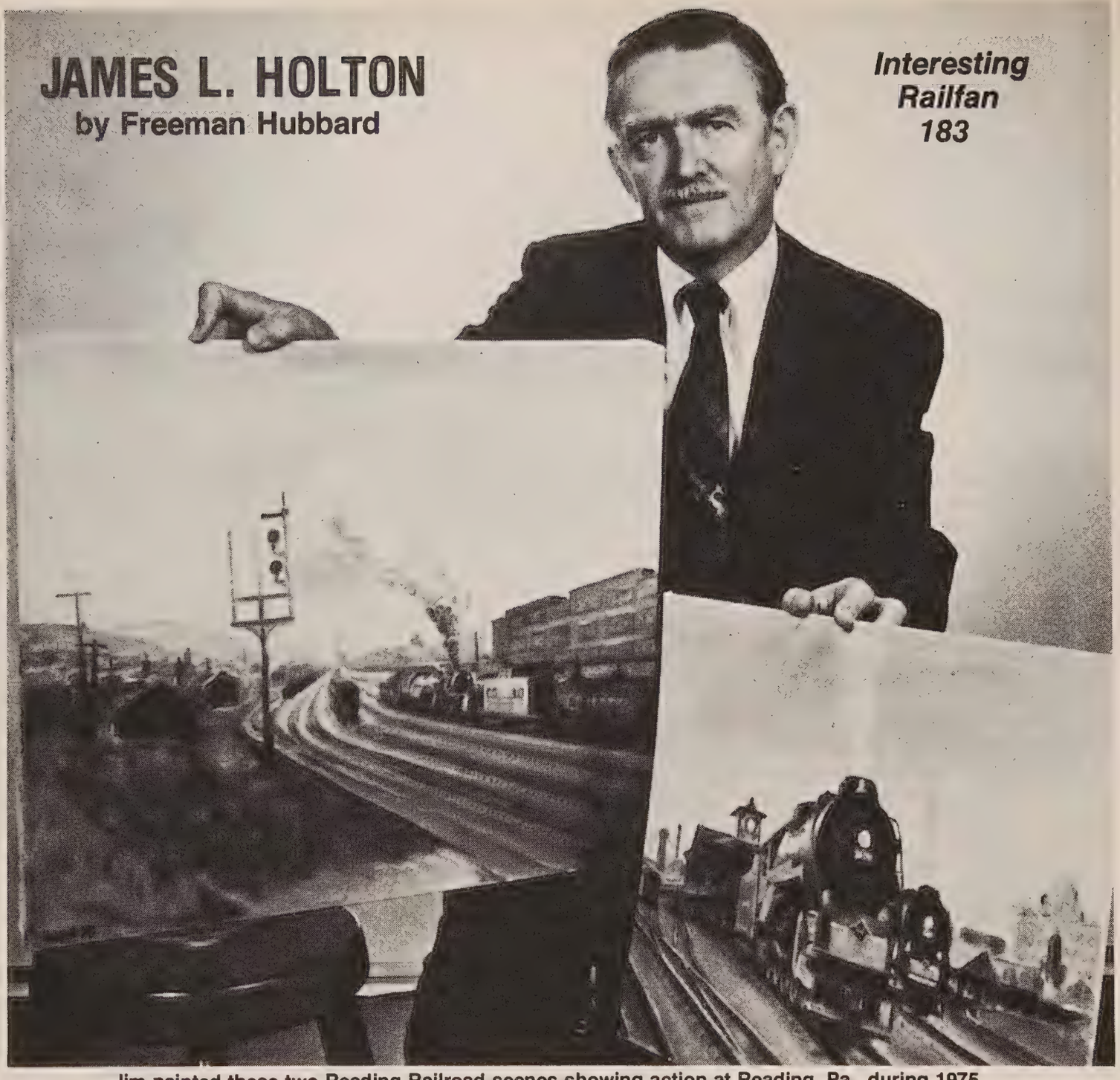
Photographer found this area good not only for excellent camera work, but good one to tape 1943 Baldwin narrow-gage, ex-White Pass & Yukon Mike, working and whistling at Pigeon Forge, N.C., August 19, 1977.

Fred Clark, Jr., 312 Marlva Ave., Clearwater, Fla. 33515

JAMES L. HOLTON

by Freeman Hubbard

Interesting Railfan 183



Jim painted these two Reading Railroad scenes showing action at Reading, Pa., during 1975.

THE TIME of our front-cover painting is the 1930s. The place, Reading, Pa., operational hub of the old Philadelphia & Reading. We see the Walnut Street yard-goat crew winding up their "twenty minutes" as a Philadelphia-bound express pulls out of the Outer Station and, in the distance, the *Harrisburg Express* departs on another leg of the wye for Jersey City, N.J. It was painted by James L. Holton, Vice President Radio News, National Broadcasting Co., 30 Rockefeller Plaza, New York, N.Y.

Jim recently gave another of his oils to Amtrak's Northeast Corridor headquarters in Philadelphia. He presented it to Charles Bertrand, then an Amtrak official who had been the last chief executive of the Reading Railroad, originally P&R (now Conrail). Mr. Bertrand is now president of the Delaware & Hudson.

It shows passenger trains—one Pennsy, the other P&R—passing on adjacent tracks in Elizabeth, N.J., in 1893. At that time the two companies were fierce competitors on the Philadelphia-Jersey City run, the original Northeast Corridor, and Elizabeth was the only point where the two competing trains passed.

Jim explains: "The scene depicts the rivals racing to their respective Hudson River terminals. They were known as 'clockers' because they left their starting points on the hour. The 90-mile parallel route between Philadelphia and Jersey City marked the first, competitive, fast passenger running on American rails. It started in the 1890s. For a time the Pennsy, with its big-boilered,

Belpaire-fireboxed, American-type engines (painting shows a D-16), bested the P&R's home-built 4-4-0 Camelbacks with Wootten fireboxes.

"Then Baldwin built a new breed for the Reading, a 2-4-2 with Samuel Vauclain's compound cylinders, designed for the road's New York Division and its Atlantic City line, where it also competed with the Pennsylvania. The new engine (shown in the painting) was named the *Columbian,* for the 1893 Exposition in Chicago, where she had been a star attraction. She outran everything the Pennsy ran against her in the hourly race to the Hudson and back each day.

"But the 2-4-2's supremacy lasted only a few years. The compound machine proved too difficult and costly to maintain, and her odd running gear was unstable at terrific speeds. Fairly soon, all 11 of the breed had either been scrapped or converted to a different class. The Reading continued to win the speed war, though, because of a batch of mighty Atlantics that ran almost as fast as the 2-4-2's. But the Pennsy, stung and embarrassed, built its own speedy 4-4-2's. In 1911, about the time these swift locos had begun to challenge their Camelback rivals, PRR ended the race for good by tunneling under the Hudson to a magnificent new terminal in Manhattan."

Ruth finally fell under Jim's charms and they were married in September, 1949, while he was working in the Associated Press Pittsburgh bureau.

JIM HOLTON was born into a railroading family at Reading, Pa., on March 17th, 1921. His father and one grandfather, living in the same house, were on the old P&R payroll—Dad as a towerman and Grandpa as a brakeman and conductor in yard and road-freight services. One uncle was a Reading chief dispatcher, another was a Baltimore & Ohio passenger conductor. Several uncles and cousins worked for the Jersey Central out of Jersey City.

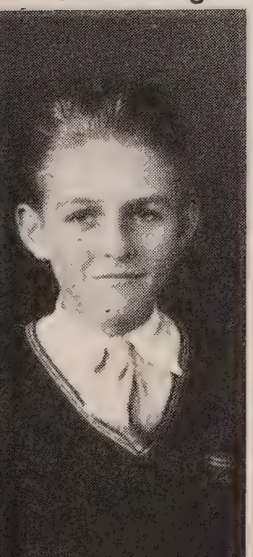
Obviously, with two railroaders in his immediate family, the lad was constantly exposed to talk about trains, yards, etc. "Jim took no part in the conversations," his cousin Jack Sperling tells me, "but, Oh, how he listened!" As soon as he was old enough, he began toting home-made lunches to his father, Leo Holton, and would hang around the Pike Street tower, where his "old man" worked the third trick. Jim also spent much of his boyhood at the Outer Station, watching some of the 26 passenger trains a day that used its three-sided trainshed.

Born and bred in this atmosphere, he decided to "go railroadin'" as soon as he grew up—an ambition his father opposed. In the summer before he entered Albright College in Reading, the boy got a gandy dancer's job, but his father found out about it and persuaded the section boss to fire the kid before he swung a spike maul. One of Jim's regrets is that he didn't take railroad photography seriously at the tail end of the steam age, although he did make some fuzzy yard shots. Today, as a part-time artist, he is recreating some of those scenes from memory.

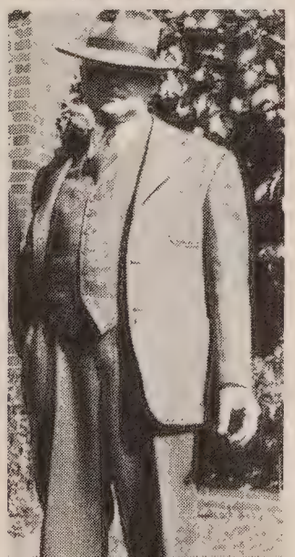
In his early years, Jim was a skinny kid. He now weighs a steady 160, is just above six feet tall, has a full head of graying-blond hair, and wears glasses over his friendly green eyes. As a Monday-through-Friday NBC network executive, he cuts a distinguished figure in an English-tailored business suit and the inevitable briefcase. Except for his crisp, military-type, white mustache, you wouldn't take him to be as old as his 57th birthday this month.

His reputation in the broadcasting business is that of a pro who creates innovations without discarding all the stand-by traditions

Our hero age 7.



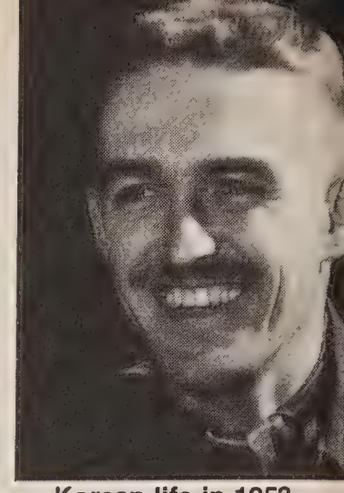
Dad was a towerman.



On return from WW2.

As Army PIO in Washington, D.C.

Capt. Jim in Korea in 1952.


Korean-life in 1953.

and values of the past. Even though he had "only one shaky year of college," as he puts it, and is surrounded by younger NBC writers and editors with multiple degrees, he is looked up to as an authority on good news writing. He's quite a different guy while dressed in a paint-stained sweat shirt, old Army pants, and battered sneakers or multicolored old shoes, delving into railroad history and painting railroad pictures. Sometimes he wears a baseball cap or Chinese Army cap he picked up on a trip through China with President Gerald Ford.

THE CATHOLIC grade school he attended stood alongside the Reading Railroad yard. The nuns who taught those classes had difficulty in getting Jim's attention while No. 1821, a thundering Mallet "push-up," was helping a 120-car train out of his native city toward Allentown. Later, at Reading Catholic High, he became a writer. But his encounter with higher education flopped because (1) he was already working part-time as a copy editor of *The Reading Times* and (2) World War II was just starting and he joined the Army in June, 1942.

He spent four war years in the Infantry, two of them in the South Pacific. Recalled later to active duty in the Korean war, he was a major when he returned from the Far East with 8th Army Commander Gen. James Van Fleet, for whom he was press advisor until his discharge from military service in 1953. During his time in Korea he personally reported for the American Wire Services on a three-day battle between South Koreans and wave after wave of half-crazed Chinese, until the latter finally ended their suicidal attacks. Jim was the only Yankee who stayed with the Koreans during that fight. As a result, he was awarded the highest medal the ROK Government ever gave to foreigners.

Bill Lansford, a screen and TV writer living in California, writes: "I first met Jim Holton in 1951 when I landed in Korea to join the IX Corps, a dedicated boozing outfit. He was then a captain doing his best to uphold the U.S. Army's highest traditions—such as never getting caught sober, never letting a man go up to the front line or back without a drink, and keeping both friends and foes thoroughly confused.

"At that time our main occupations (in this order) consisted of (1) covering the front-line situation, (2) maintaining an ample liquor supply, (3) giving combat correspondents a chance to be shot at, (4) being properly soused, when not otherwise occupied, (5) taking VIP's where they *wouldn't* be shot at, (6) keeping ourselves from not going nuts, and (7) doing all this while giving the impression that it was all utterly simple and properly legal, which it wasn't.

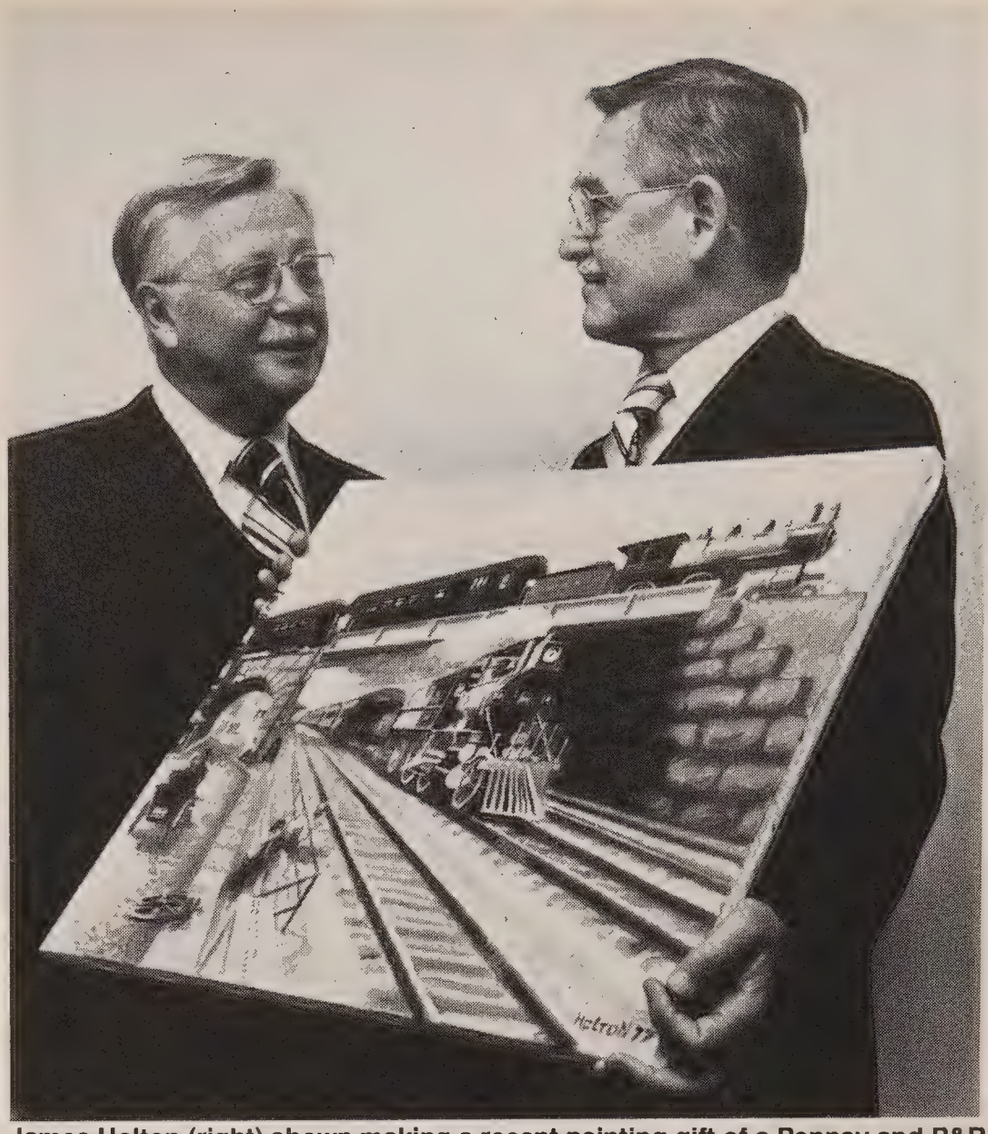
"Jim's was an inspiring sort of leadership. He went home decorated not only by the Korean Government but (surprisingly) by the U.S. as well. Later, I saw him in New York, right after he'd joined NBC-radio, and still later I heard a wild rumor that he had gone on the water wagon and acquired a mustache. And, lo, it was true! Holton had turned respectable!"

MEANWHILE, returning home after World War II, he went out on a blind date with country-bred Ruth Homan, an Albright College sophomore. He was still wearing infantry captain's uniform, strutted like a four-star general, and felt smugly superior to that kid from the sticks. She was pretty, though. Teasingly pretty. Looked like June Alyson. Chocolate-brown eyes, a crinkly voice, a challenging smile. Her rather slim body stood 5 feet, 4½ inches above the streets and sidewalks of Reading. He enjoyed her quick wit and breezy manner and soon decided that her intelligence was well above the average.

Just the kind of girl he needed. Well, maybe. They had a lot in common, but they clashed temperamentally. It took them about three and a half years of keeping company, on and off, to finally get married, in September, 1949, while he was working in Pittsburgh as an Associated Press editor. They have two children, now both grown up: Anne Lysbeth, an advertising representative for *Ms. Magazine,* and Bob,

who, among other things, designs and builds gold courses. The Holton family in Westport, Conn., includes Jim's widowed mother, whose memories are wrapped around his railroad interests, a pet dog of uncertain ancestry, and a blue-eyed Siamese cat.

"Our house," he tells us, "is also a haven for raccoons and several squirrel families, which Ruth raised in the kitchen, and scores of birds of various kinds and colors that patronize her numerous feeders."



James Holton (right) shown making a recent painting gift of a Pennsy and P&R train 1893 to Amtrak's Northeast Corridor GM, Charles Bertrand.

National Broadcasting Company photograph

RUTH SHEDS further light on their romance. "I was 19 when we first met. Jim was 25 and had just returned from the South Pacific. He was tall, slender, and quite handsome. Tanned and blond. How much the uniform and how much Jim himself attracted me is hard to say. Our courtship was intermittently stormy. But we felt drawn to each other. I was determined to marry Jim—against my parents' wishes and despite the advice of my friends—even to the point of betting an interim boy friend $5 that I would—a sum I collected on the night I received my diamond.

"Jim and I are products of two different cultures. In our own ways, both of us were rebels, breaking out of molds set by our parents—good parents who feared the results of such a union. Paradoxically, we were complete opposites—Jim a Catholic, I a Protestant—and yet much alike. I was more outgoing, more sure of myself than Jim was. He came from a working-class family with simple, limited goals. My father was a consulting engineer. We lived in a country town 22 miles south of Reading in a big house. Dad was a true patriarch, running his family with a kid-gloved iron hand. A chauvinist, too. I must have been puzzling him. He didn't like Jim."

Early in life, Ruth became a feminist. She grew up resenting the advantages that men and boys had.

"I could hold my own physically with any of them," she writes, "and considered myself more intelligent than the whole lot, having led my class through my first 12 years of school. Jim and I had preconceived ideas of what each other's role should be. Talented and shy, Jim needed my optimism and my belief in his abilities. His college career had been interrupted by the war and he never returned to it.

"We were married in a little mission church at New Holland, Pa., my home town. Then we left immediately for Pittsburgh, where Jim was then employed."

Ruth says he didn't turn out to be the kind of husband she had hoped for, while he regarded her as an unsympathetic and aggressive wife.

"Far from either family," she informs us, "we worked out an uneasy truce while we were maturing. Our daughter Anne was born June 10, 1950. The following January we moved down to Washington, D.C., and that November Jim went back to military service, flying overseas to the Korean War . . . After two long years he returned and we took up our interrupted life again; but with the war still on his mind, Jim seemed to have trouble accepting his daughter and me. I had become even more self-sufficient than before. Maybe that helps to explain it. We were back to square one, and strangers.

"He went to work for *The Reading Times*. We took an apartment in West Reading, where I became pregnant with our son Robert. Jim disliked his work, feeling he'd been demoted to a journalistic

minor league. Quitting it in anger, he went with a small radio station in Hazelton, Pa."

ACCORDING TO RUTH: "That was the lowest point in our lives. We both felt trapped. I was hospitalized for the last two months of my pregnancy; but fortunately, on January 11, 1954, our son Robert was born alive. Jim was then living alone in a rooming-house at Hazelton and my parents were taking care of Anne.

"Then NBC in New York City hired him and slowly but surely we began to climb out of our troubles. By July we had paid off our debts. In October we bought a house in suburban Demarest, N.J., on a $19,000 mortgage and borrowing a down-payment of $2,000, payable in two years. We also paid moving bills and financed the purchase of a car—all on an income of $9,000 a year! To do this, you've got to be young, love hamburger and beans, and feel at home in an 'early attic' decor.

"Jim wasn't much of a manager at home, so I handled our finances, social life, and children. He seemed to be intrigued by Anne and Bob but rather frightened by them, too. I think he had never really learned to play. Life in his Reading boyhood home must have been a very serious affair. His father worked nights in a signal tower and slept during the day. Jim and his brother Bob were not allowed to make any noise. But I had been raised in a bedlam with a sister and five brothers. We all gave free vent to our feelings. One had to be noisy to be heard. Clearly, our son, daughter, and I had to teach Jim how to have fun and laugh at himself."

Then tragedy struck. Jim developed tuberculosis. It was a sad blow for the young couple who were trying so hard to adjust to each other. Ruth rented out their house in Demarest and got a teaching job at Terre Hill, Pa., visiting her husband in a Veterans Hospital as often as she could, helping to keep up his morale. After almost a year, what seemed like an eternity, the hospital released him as cured. The little family returned to Demarest and again took up their lives together.

Daughter Anne is in NY advertising.

A depressing situation followed. Jim's job at the network wasn't doing well. Frustrated and embittered, he felt that he was letting down his family. To Ruth he seemed to be headed for disaster.

"I couldn't help him any longer," she recalls. "There was an ultimatum. He'd have to choose between his family and his destruction.

"Jim chose us." Ruth's eyes must have been shining when she wrote those words. "From that point on, it was as though, for the first time, both of us recognized each other as the individuals we are. We learned to like being together. Existence became fun. That summer we chartered a 27-foot sailboat for a cruise. Jim was captain, of course. Bob was first mate, Anne went along for the ride, and I was the galley slave. It was a glorious outing."

JIM HOLTON'S NBC POST is one of great responsibility. He has charge of all of the network's radio news operations, programming, and 150 staff employes in the U.S. and elsewhere. He has won half a dozen Overseas Press Club awards for newscasts he wrote and produced. He is also a member of the Associated Press board of directors.

He doesn't fish nor go to ball games, which is ironical, as he used to be a sports writer. But he enjoys painting railroad scenes and puts realism into them. Among his own canvases hung in his home his favorite is "The Wake," which evokes memories of an Irish wake in the Pennsylvania hard-coal region in the 1920s. Men are shown in the kitchen talking, with a whiskey bottle on the table, and women with the bier in the parlor. In a kitchen corner, a furled red flag, a thermos bottle, and heavy boots indicate that the deceased was a railroader. Jim painted it to salute the Reading Co. when it passed out with the birth of Conrail.

Another of his paintings shows the *Queen of the Valley's* steam engine overturned at Blandon, Pa., in the mid-thirties. Still another depicts an oldtime switching crew posed on the footboard of their yard goat for a company photographer. And there's one with youngsters pausing in a sand-lot football game to watch a local freight drift by. Finally, in the Holton kitchen hangs a scene Jim recalls from his childhood: a rainy night, a boy in a slicker toting a paper bag, presumably filled with lunch for his father, approaching a railroad tower in the darkness. The warm light streaming from an open door silhouettes the figure of a man obviously looking for him. Jim painted *that* scene right out of his own heart.

Ruth is glad her husband has such a hobby. "My own interest in railroads," she admits, "is limited to riding trains. I like to travel with Jim. On an Amtrak trip we shared from San Francisco to Omaha, this knowledge of railroad history, lore, and operations, his comments and stories, made the journey far more enjoyable than if

Tough duty 'round the clock. Jim had nerve-racking job as Public Information Officer in Korea in Army under Gen. Douglas MacArthur during Chinese attack on Corps Headquarters in 1952.

we had merely been traveling between points A and B."

TO KEEP PHYSICALLY FIT, Jim likes to walk. He also "rides" an exerciser in his home every night just before going to bed. He does not eat special-purpose "health foods" such as vitamins, minerals, brewer's yeast flakes, wheat germ, etc., but he did give up both smoking and drinking years ago and tells us that his health today is excellent. He is inclined to eat rapidly, like most journalists and carnivorous animals. When going places, he refuses to hurry—in fact, he is usually a bit ahead of time in keeping appointments. He will not under any circumstances, he informs us, rush to board a commuter train waiting at a station. Nor will he stand on the train. If no seat is available, he waits patiently for the next one. Thus he safeguards his nerves and blood pressure.

I brought up the subject of neatness.

"Ruth," he says, "cured me of sloppy habits around the house, and now I'm downright tidy, even in the atelier where I do my painting."

"What was your biggest mistake?"

"Failing to be sufficiently aware, as a youngster, of the sights and sounds and activities around me in steam days—days that in retrospect seem glorious and rich—and not at that time doing anything to recapture those moments."

Even in the '40s, he adds, after the invention of sound-tape, he missed the opportunity to sit down with his father and record railroad adventures that the old man used to relate in the Pike Street tower, or record his uncle Fred Ireland's birthday parties amid rail settings or the doings in Uncle Patsy's shanty at Port Clinton. *Railroad Magazine* helped to clarify and enlarge his awareness of the steam world. He became acquainted with our magazine in his teens through buying old

copies in a second-hand bookstore.

On NBC news assignments it is not unusual for him to travel overseas in the entourages of U.S. Presidents. On one trip with Lynden B. Johnson he flew to Australia, Korea, the Philippines, Fiji Islands, Maylasia, Thailand, Vietnam, and Alaska, and later to Europe. Then he accompanied the Nixon party to Western Europe and elsewhere. In 1975 he made four trips abroad to many places where headlines are born; and in 1976, as we have said, he went with President Ford to China. His coverage of space programs, while exciting, is too long to be outlined here.

July 4, 1976, found his celebrating the nation's 200th birthday on the captain's bridge of the *USS Forestal,* the vessel from which Ford was reviewing the majestic parade of naval vessels and tall-masted sailing ships on the Hudson River. Three days before that Jim had personally produced NBC radio recordings of the American Freedom Train making, at his suggestion, a rare daylight move from Cumberland, Md., to Harrisburg, Pa. During part of that run he rode in the cab of the ex-Reading 2101 with owner-engineer Ross Rowland.

"Those rattling, roaring six hours," he recalls, "when we had a series of delays—none of them the T-1's fault—were among the most memorable in my life."

RUTH, TOO, is a really interesting person. In addition to her relationship with Jim, she has worked as a salesgirl in a high-fashion shop, has modeled and sold for Saks's Fifth Avenue store, which has some of the world's best window displays; has taught school, was a library director, and is now a volunteer worker at the Nature Center for Environmental Activities in Newport, Conn.

"I'm a hyper-active woman," she says. "Jim is more phlegmatic. I am outgoing; I love parties. Jim doesn't. We compromise. I need him to accompany me, but I try never to make unusual demands on his time. I am an avid, fast reader, as many as seven books a week. I like to read in bed. Jim doesn't. So I wait for one of his many trips; then I read all night in an orgy of self-indulgence.

"I like vacations in out-of-the-way places. I wander through strange cities, museums, art galleries, and zoos. I weave. Repetition bothers me. I like to run a show, but not indefinitely. I prefer to create something and then forget it. Some day I may take up painting, but not the sort of art Jim does. I promise never to enter the writing field."

Don't be too sure about that, Ruth. Judging from the material you and Jim sent me for this article, both of you are gifted writers.

"Whatever our faults and shortcomings," she sums up, "Jim and I have come to terms and we have a good life."

In cab of American Freedom train engine Reading 2101 in July, 1976.

I ASKED JIM about his art work. "As a kid," he says, "I often doodled at school, mostly railroad stuff, much to the annoyance of my teachers. I defaced textbooks with sketches of steam locomotives, steely-eyed engineers, and the like. At age 14, I even applied for a job as cartoonist on *The Reading Times,* but of course was turned down.

"Later, being a reporter on that paper started my rather successful news career. After my father's death in 1964, I went through his personal effects, read his diary-like log notes about various telegraphic jobs he'd held, and looked at his old railroad pictures. I realized then with full force that I'd grown up in the last stages of the dramatic steam era and I committed myself to recapturing as much of it as I could.

"I began by accumulating a large collections of books and photos on the subject, including all I could find on the Reading and Jersey Central and just about everything Beebe and Clegg ever wrote. But I didn't really start painting until about 1970, when the French Impressionists in New York museums and galleries fascinated me. Thereupon I studied art in a night high school and at the Art Students League, and began to paint seriously.

"I find railroad scenes as eye-filling as a beautiful female body, and I try to convey the romance of steam days. I'm experimenting with a new, fast-drying set of colors, just developed in England, which I find helpful to a man, like myself, who can paint only two days a week.

"Lately, I've added another dimension to my efforts to revive the past. Assisted by George Hart of the Pennsylvania State Railroad Museum and by Hugh Gibb of the Hagley Foundation in Delaware, I've been writing historical pieces about steam locomotive development on the old Philadelphia & Reading. My research has uncovered some dramatic aspects of those exciting days in eastern Pennsylvania, such as the Molly Maguires, the railroad strike riots of 1877, and J.P. Morgan's blocking P&R expansion to avoid its wrecking the whole Northeastern rail structure that he partially controlled."

In addition, Jim has begun to write a historical novel designed to show that our present way of life was made possible by the manipulation of the "robber barons" in bygone years. ●

PASSENGER TRAIN SURVEY

It's never 5 o'clock in Philadelphia. We can prove it by this worn-out timepiece that's been standing in front of Reading (now Conrail) Terminal since old station was built. At right you see, atop City Hall, William Penn, who founded the "City of Brotherly Love" nearly 300 years ago.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

FOR THE SECOND time in less than three months, Amtrak has placed more than two dozen trains on speedier schedules, due to completed track improvement projects or new contracts with railroads that operate Amtrak trains. A total of 27 trains are now running on faster schedules as part of Amtrak's drive to become more competitive with automobile travel. Accelerated schedules allow better connections between trains in Chicago. Time reductions vary from one hour on several long-distance trains to 15 or 10 minutes on many shorter trips.

"Some of the latest speedups may appear modest, but are important when added to earlier speedups," said Amtrak President Paul H. Reistrup. "For example, the Boston-to-Chicago train, the *Lake Shore Limited*, is 1½ hours faster than when it began operating two years ago."

The schedule of the *Floridian* (Chicago-Florida) has been reversed, giving passengers going the full distance a two-night, one-day trip instead of the previous two days and one night. The new schedule offers train connections at Chicago, more attractive mid-day hours at Tampa, St. Petersburg, and Miami, and daytime instead of middle-of-the-night service in Birmingham and Montgomery, Ala.

These changes are partially based on public opinion gathered by Amtrak on ways to improve the train. The *Floridian* leaves Chicago at 11 p.m., but is in the station ready for occupancy at 10 p.m.

In the West, a new contract with the Union Pacific brought schedule improvements to the *San Francisco Zephyr* (Chicago-San Francisco) and the *Pioneer* (Salt Lake City-Seattle). Speedier schedules for 11 trains on the New York-Albany-Buffalo route were achieved through track work carried out by New York State and Conrail, thus raising speeds for the sleek turboliners from 50 to 79 mph on many segments. Further improvements are possible on virtually every route when more trackwork is done. Amtrak will monitor projects carried out by the railroads as well as seek funding, as stated in its five-year plan, for its own track projects.

EXAMPLES of better connections in Chicago: passengers can now transfer from the eastbound *San Francisco Zephyr* to five trains where the connection had been impossible

Jeanette Patterson, Amtrak ticket clerk, waits at Clearwater, Fla., on March 28, 1977, for nightly *Floridian* run over the SCL. Photograph by Fred Clark, Jr.

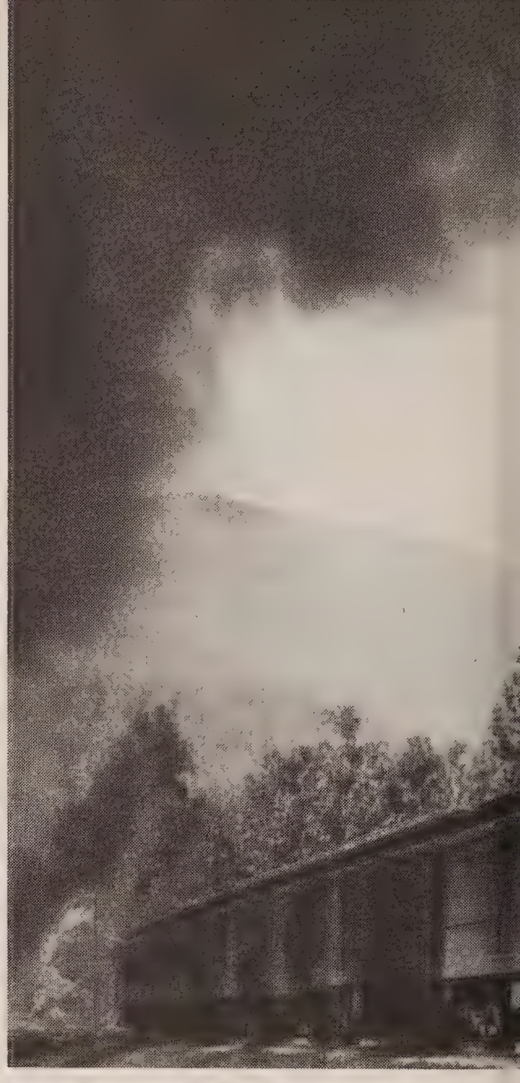
or impractical. Those trains are the *Lake Shore Limited* (to Cleveland, Buffalo, and Boston); *Broadway Limited* (Pittsburgh, Philadelphia, New York, and Washington); *Blue Water Limited* (Michigan points); *Illini* (Illinois points), and *Lone Star* (Kansas City, Dallas, and Houston).

The *Shenandoah* train, linking Washington with Cincinnati via Cumberland, Md., has been given an overnight schedule in an effort to boost ridership. In both big cities, the train arrives in the morning and departs at evening, which is more convenient for one-day business or shopping trips.

The new schedule allows direct Amtrack connections in Cincinnati to Chicago and Indiana points. Revised Washington times open new connections to the Carolinas, Florida, and major cities in the Northeast. The *Shenandoah* began serving Gaithersburg, Md., in January to better tap Washington's growing suburban market. Other Maryland suburban stops—Silver Spring and Rockville—continue to be served.

Other improved connections, available in Ogden, allow travel between Salt Lake City and San Francisco; in Ohio, the *Cardinal* (Indiana and Chicago), and in New Orleans from the *Panama Limited* to the *Sunset Limited* (serving Arizona and Los Angeles). Also, the *Hilltopper*, operating as a through train from the Virginias to Philadelphia, New York, and Boston.

On a long day in Sept. '38, an early autumn sun shone down on Southern Ry. 1491 as she rolled a local east of Asheville, N.C. Photograph by Walter Thrall



By revising schedules, Amtrak also offers balanced morning, noon, and evening train times in the growing Washington, D.C.-Richmond corridor. This is the first time Amtrak has offered such scheduling on this route. The Kansas City-to-New York train *National Limited* now runs on a one-hour faster schedule, due to Conrail track improvements and continued operation over the more direct Dayton route. Eastbound train times change at all points between Terre Haute, Ind., and New York, but the westbound *National Limited* does not.

The *National Limited* was still being operated between Columbus and Indianapolis via Dayton and Richmond, Ind., until at least March 1, pending completion of a U.S. Department of Transportation study of Amtrak's national system. This train operates with a section to Baltimore and Washington three times a week, will benefit from the one-hour faster schedule.

The *Clamdigger,* along with several trains on the New Haven-Springfield line, have restored to the same Northeast Corridor schedules they had prior to Oct. 30th, when budgetary problems led to certain cutbacks.

Regular dining-car service, complete with tablecloths, fresh flowers, waiters, and waitresses, has been restored after a year's absence to the *Panama Limited* between Chicago and New Orleans. That, plus the addition of a sleeping-car to the daily train, makes the *Panama Limited* the first train equipped with the new Amfleet cars which also offers coach passengers an alternative to over-the-counter food service.

ANTHONY HASWELL, Chicago, one of our *Interesting Railfans,* is one of President Jimmy Carter's nominations of five new members to Amtrak's board of directors. The other four are Harry T. Edwards, professor of law; James R. Mills, a California State Senator; Ronald G. Nathan, attorney, and Frank Neel, president of an air-conditioning and heating company. Haswell, 46, is an attorney who

Curt Tillotson, Jr., 1207 College St., Oxford, N.C. 27565

Two Amtrak SDP-40's, Nos. 643 and 611, roar through Youngsville, N.C., with 21 *Silver Star* cars as temperature hits 90 degrees last August 17.

worked for the Illinois Central's law department from 1958 to 1960. He organized the National Association of Railroad Passengers in 1967, and then served as its executive director and chairman. From 1975 to 1977 he was managing director for passenger services for the Rock Island Lines.

TRESPASSING, a serious problem confronting the nation's railroads, is the subject of a new, 12-minute, color film just produced by Amtrak and directed primarily toward school children. Persons interested in presenting the program to their schools or organizations can call Amtrak at (215) 597-3581 or write Police Department, Film Div., Amtrak-Northeast Corridor, Room 756 Suburban Station Bldg., Philadelphia, Pa. 19103.

A LARGER THAN USUAL force of Amtrak gandy dancers—about 2,000 men and women out of some 2,700, worked this winter on Northeast Corridor track improvements. A.M. Schofield, vice president and general manager of the Northeast Corridor, explained that while surfacing and tie installation cannot be done in cold weather, many other jobs can be continued almost uninterrupted. For example, laying continuous welded rail, eliminating rail joints, installing turnoutsand renewing rail. In addition, rail and tie renewal in B&P Tunnel at Baltimore and some rehabilitation of the New Haven yard.

In addition, some 350 acres of land in the Corridor have been cleared of trash, debris, and brush as part of Amtrak's 5.5 million, year-long clean-up program. The work was interrupted in mid-December but will be resumed in April.

"The debris dumped on our property by thoughtless people defies the imagination," said Schofield. "We hope that as the program progresses, the adjacent neighborhoods will help us keep the railroad clean."

DELIVERY of Budd Co. of bi-level gallery commuter cars for the Chicago metropolitan area began two months ahead of schedule. The first of 102 new, stainless-steel cars—ordered jointly by Chicago's West Suburban Mass Transis District and the Chicago-area Regional Transportation Authority—was delivered the last week in December, although the contract set Feb. '78 for delivery to begin. The initial car is one of 22 trailer types, valued at $10 million, for commuter service on the Burlington Northern.

STRASBURG RAIL ROAD has been granted a $132,500 annual fare increase by the Pennsylvania Publicity Commission, reports L.P. Cummings of Lancaster, Pa. The fares are now up from $2 to $2.50 for adults, from $1 to $1.25 for children. The added revenue will be used mostly for trackwork. The line resumes tourist operations in mid-March. Last season it carried over 375,000 passengers, a 4 percent increase over 1976.

Amtrak Reviews 1977

AS 1977 ENDED, Amtrak looked back on some of its significant successes—new cars and locomotives rolling, faster schedules, new stations being built, and ridership and revenues both higher than last year—but still vivid were memories of "the deep freeze," equipment problems, and a long period when it appeared there would not be enough money to keep all the trains running.

A major problem in 1977 was the

Amtrak's *San Joaquin* has just crossed over from Santa Fe rails (left) to Espee between two abandoned stations at Port Chicago enroute to Bakersfield, Calif., April 29, 1977. Both stations (Santa Fe at left and Southern Pacific, right) were closed when the U.S. Navy bought town and mover everyone away because of the nearby weapons storage facility.

Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611

speed restriction clamped on its General Motors six-axle SDP40F units. This remained in effect while the company waited for results of tests by the Association of American Railroads and the Federal Railroad Administration to see if the locos were derailment-prone.

The test found no major fault in them by year's end, but a program of converting the SDP40s to much shorter and lighter 4-axle locos got underway, with a total of 72 conversions approved in 1977. The conversions occurred when the units were returned to the builder for a 500,000-mile overhaul and included the installation of electric generators to power Amtrak's new electric cars. Additionally, Amtrak's board voted to buy 10 more new F-40s, adding to an original fleet of 30 such units.

Last year Amtrak asked for bids on the first eight of a series of 30 new high-speed electric locos, available to haul Amfleet trains in the Northeast Corridor at the 120-mph speeds necessary when the Corridor improvement program is complete. Late in 1977, General Electric won a $20 million contract to upgrade and refurbish 16 self-propelled electric Metroliner cars for premium service in the Northeast Corridor. The program, aimed at improving ride quality and reliability, may eventually cover as many as 57 Metroliners.

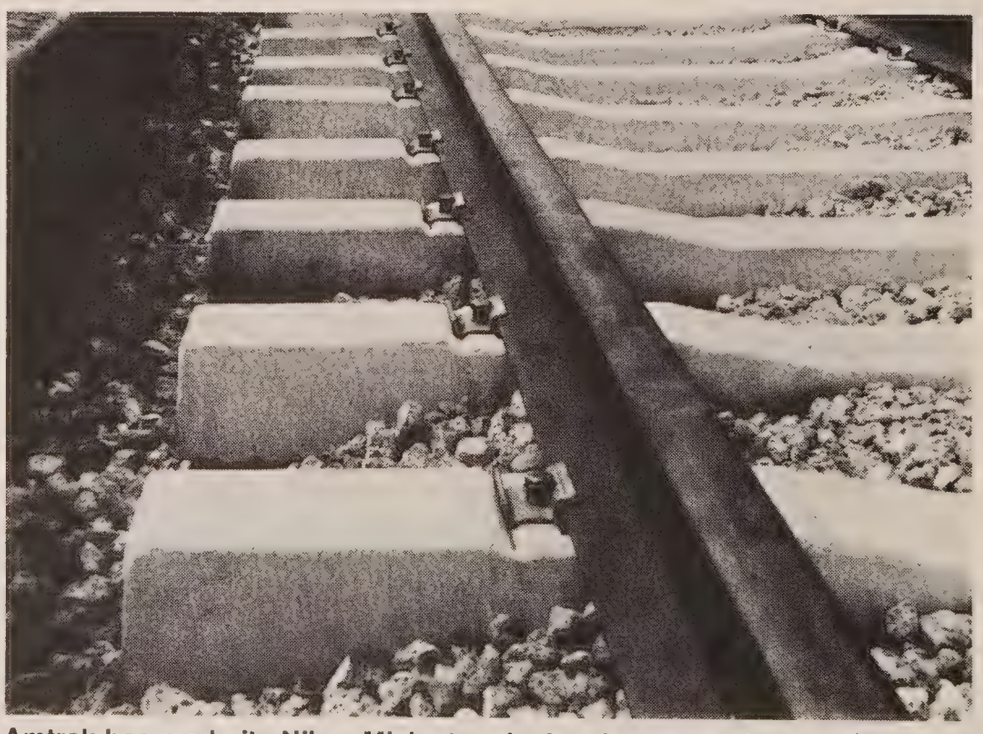
Down by the Depot

THE LACKAWANNA station at Scranton, Pa., built in 1907-08 in the neo-classical revival style, has been added to the National Register of Historic Places in Washington, D.C. The station, built primarily of sandstone, is six stories high, with the last story added at a later date. It has a porch above the first floor extending almost entirely around the edifice. Among its features are six Doric columns extending three stories high and supporting the entablature above the main entrance.

The National Register includes properties significant in American history, architecture, archeology, and culture under provisions of the National Historic Preservation Act of 1966 (Public Law 89-665).

THE U.S. SUPREME Court has agreed to decide whether or not Penn Central is entitled to compensation for New York City's decision to designate Grand Central Terminal as a landmark and bar construction of a multistory office tower on top of it.

By taking jurisdiction in the case, which has been closely watched by people in the historic preservation movement, the justices set the stage for a decision on what a government must pay a property owner when it blocks development of the property by designating it as a historic site. ●



Amtrak has made its Niles, Mich., terminal a showcase of permanent track with its first installation of continuous concrete ties and very modern rail-free fasteners. The latter were manufactured by RBI Industries Inc.

Mike Eagleson

IN SEARCH OF STEAM

With Mike Eagleson

GREAT NEWS for eastern U.S. steam fans! The Board of Supervisors of Nassau County, N.Y., has finally approved an unrestricted 20-year lease of Long Island Railroad 4-6-0 No. 35 to New Jersey's Black River & Western. After nearly three years of on-again, off-again negotiations, *Interesting Railfan* Bill Withuhn, supervisor of the 35 Project, is authorized to remove the G-5 class Ten-wheeler from Eisenhower Park in East Meadow, L.I., to New Ringoes, N.J., for rebuilding to operating condition. This work will be done in the BR&W shops, taking about three years and costing over $50,000. Once a year, after being put back into running condition, at the option of the Nassau County Department of Recreation & Parks, the locomotive may be made available for special service on Long Island under the auspices of the Nassau County Museum.

This will be the fifth steam locomotive rehabilitated by BR&W volunteers. She will be used on tourist runs between Flemington and Lambertville, besides being available for excursions on Long Island 60 days a year. Special thanks go to Ralph G. Caso, ex-Nassau County attorney, and Edward J. Smits, director of the Nassau County Museum. The 20-year lease and the locomotive's future return to steam would not have been possible without their sustained interest and hard work.

The engine has been in the park since 1956. I'm eagerly awaiting the big day of the first fire-up in New Jersey. A poem written about her by A. Blinderman, 47 Tanager Lane, Levittown, N.Y. 11756, shows understanding and a fine feeling for steam power, but is much too long to be printed here.

He tells us: "My most memorable steam trip was across the North African desert from Oran to Bizert in

Ex-Chicago & North Western Ten-wheeler No. 1385, over 70 years old, wheezes a bit in the night air after spending a busy day hauling railfans on the Mid-Continent Railway Museum at North Freedom, Wisc., late last summer. The stout Alco-built 4-6-0 returned to service after heavy boiler work.

J.J. Comps, 15566 Liverpool, Livonia, Mich. 48154

Italian State Rys. class 740 No. 246 pulling freight train on Pavia-Cremona line in March '76.
Mario Balma, Corso Aurelio Saffi, 1A/14, 16128-Genoa, Italy

1943, hauled by a Krupps loco dating back to 1879. The engineer opened up her petcocks for us. We collected the steaming water in our helmets and used it for shaving after five days on the road."

THE FRENCH LIBERATION class Mikado, long ago donated to Pacific Southwest Railway Museum Assn., but lacking some $47,000 necessary for transportation to Calif., has found another home. Engine 141R 1199 has been donated, instead, to a French organization named "Friends of the Steam Locomotive." The money raised will be returned to all donors.

I'm sorry this project failed. I remember photographing these U.S.-built 2-8-2's pounding through snow in France, just over a decade ago. They were the loudest-talking engines in the country and, to the Yankee eye, the best-looking.

WORK IS CONTINUING slowly but surely on ex-Union Pacific 2-8-0 No. 440, now owned by the Mid-Continent Ry. Museum at North Freedom, Wisc., reports *Interesting Railfan* Jeff Haertlein, one of the directors. I have long applauded Mid-Continent as being a leader in what an authentic operating steam museum should be. I'm awaiting an invitation to come on out for a ride behind her and photograph the former UP Consolidation.

No need to ask what will be lettered on the tender, for this preservation group believes in accuracy and is not of the popcorn peddlin', gun slingin', tourist road school. They've disapproved the people that say that daisy-pickers will pay to ride a steam road only if the engine has a fake diamond stack, a red pilot (which they call a cowcatcher), and gaudy yellow and silver handrails. Congratulations to Mid-Continent for its historical accuracy policy.

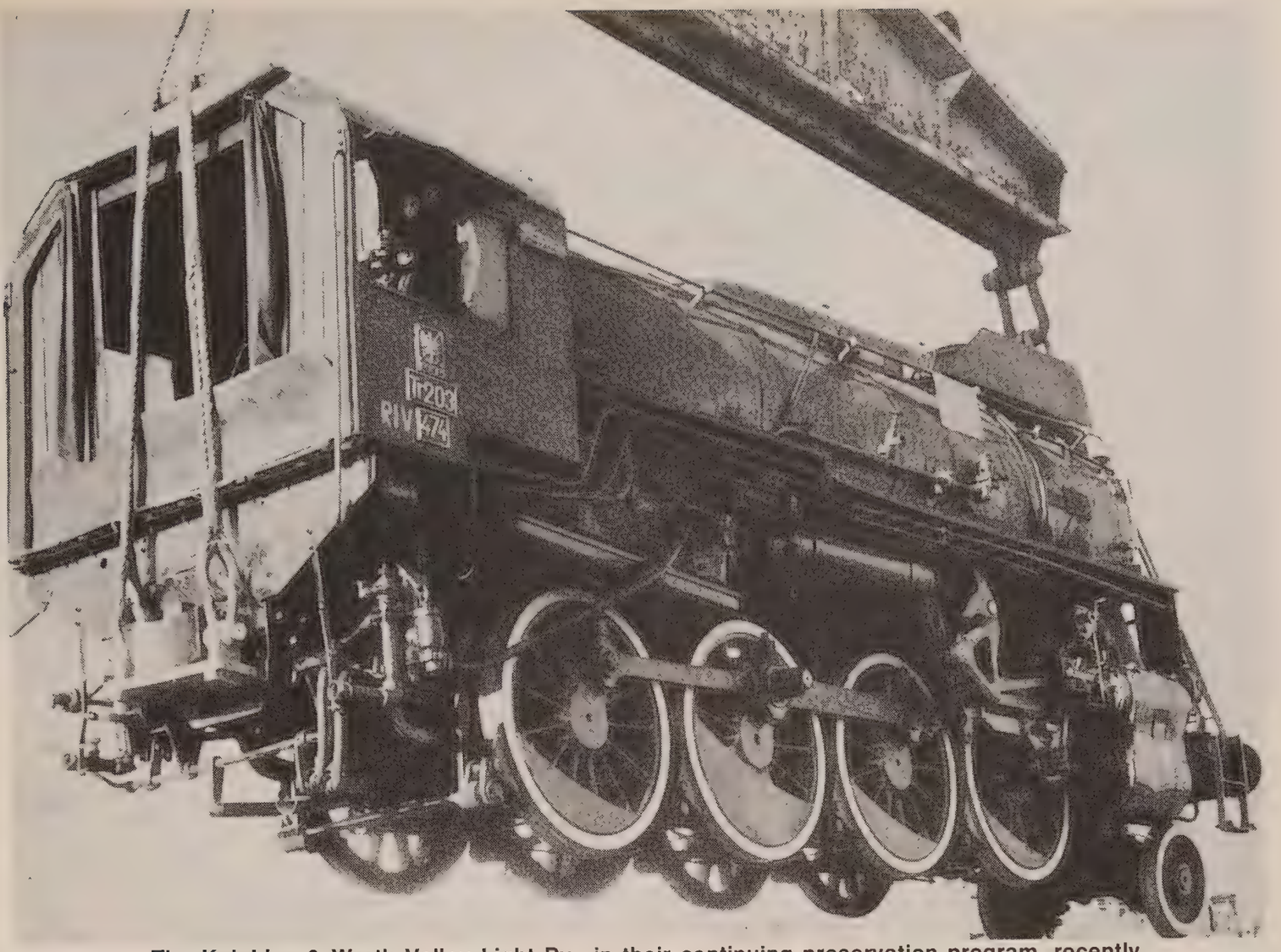
PORTLAND (Ore.) City Commissioner Frank Ivancie accepted a $9,000 contribution last December toward the final resting place of American Freedom train star No. 4449. The ex-Southern Pacific steamer, owned by the City, rests in the Union Pacific's Albina yards under cover and protection from vandals. Ivancie hopes that up to $100,000 can be raised to build a permanent home to display the engine in Portland. Several sites are being considered near Union Station, but he is still hoping a location will be donated. So far, $21,000 has been raised to secure the future of the *Daylight* locomotive.

There's no talk, only hopes, of future fantrips. For suggesting that she be repainted in SP *Daylight* colors, at least temporarily, for a single photographer's special, I'm looked upon as peculiar. It seems that nobody but oldtimers remembers her in *Daylight* colors. The locomotive won fame with today's teenage railfans only on the American Freedom Train.

To even hint that it would be nice to repaint the 4449 for a single day in removable, water-based paint evokes from these contemporary fans loud cries that I am way out of order. Yet back East, nearly $20,000 was raised by fans in three months to accurately restore an ex-Pennsy GG-1 electric with gold pin-stripes and keystones. I'd welcome readers' comments in this matter.

ACROSS THE ATLANTIC OCEAN, preservation of U.S. steam continues. The Keighley & Worth Valley Light Ry. at Haworth, England, has just taken delivery of an ex-U.S. Transportation Corp. 2-8-0 class S160. The engine, with tender, was shipped by sea from Poland. She is ex-Polish State Railways Tr 203, class No. 474. She has been fitted with vacuum brakes and steam heat for winter operation. The 1945-built 2-8-0 is a graduate of American Locomotive Co. of Schenectady, N.Y. Ironically, the identical class engine was worked in England by the hundreds during 1943-44, but British fans had to drag one from Poland to find a representative example for preservation today.

The K&WV is planning to mark the tenth anniversary of its reopening by starting the construction of a new locomotive shed at its Haworth headquarters. It has applied for planning permission to the City of Bradford



The Keighley & Worth Valley Light Ry., in their continuing preservation program, recently acquired American Locomotive Co.—built ex-U.S. Transportation Corp., ex-Polish St. Rys. 2-8-0 Tr. 203.

H. Malham, 475, Idle Rd., Bradford 2, United Kingdom

Metropolitan Council to build a ne depot to house, maintain, and restore some of its fleet of nearly 40 steam and diesel locomotives. Already some of the more historic engines are housed in the Museum shed at Oxenhope. The former freight shed at Haworth, used for loco maintenance, can house only three engines. Others awaiting attention have to be stored in the open.

The K&WV wants to build stone walls of its new shed in keeping with the character of the area. But this would involve the railway in much greater expenditure than if the shed had been built from asbestos or concrete cladding. The railway is hoping that the local authority will assist with a loan or grant toward the project. (The Oxenhope shed was built in 1973 with the help of a loan from the old Keighley Borough Council, now repaid.)

New Steam Books

Railroad in the Clouds: The Alaska Railroad in the Age of Steam, 1914-1945, by William H. Wilson, 280 pages, 8½x11", hard cover, photos, maps, plans, paintings, Pruett Publishing Co., $25. (Available from Railroad Magazine Book Service.)

Probably no railroad is so entwined in the problems and development of the terrain it serves as the Alaska Railroad. This book has over 250 rare photos and a thoroughly researched history of this remote line until the end of World War II. It covers locomotives, but despite the title, this is not a steam picture book. Rare views of trains, steam engines, and ships abound in this dramatic narrative, but the accent is on written history.

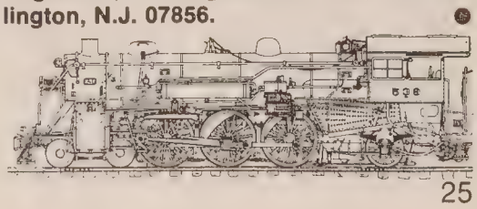
The Grand Trunk Western, by Patrick C. Dorin, 174 pages, 10¾x8½", photos, timetables, rosters, maps, paintings, Superior Publishing Co., $14.95. (Available from Railroad Magazine Book Service.)

Following the same format of the author's other railroad books, the history of the Grand Trunk and its predecessors is shaped until the entire line was amalgamated into the Canadian National in 1923. Worked into this pictorial story is the best single collection of GTW steam pictures between hard covers. From the earlier roads to the final steam commuter days out of Detroit in 1960, the steam locomotive is very well represented. Also featured are diesels, passenger cars, stations, ships, and rail personalities. Steam fans will admire the good printing and interesting layouts.

Trains of Northern New England, by John Krause with Fred Bailey, 96 pages, 8½x11", soft color cover, hundreds of photos, maps, Quadrant Press, $7.50. (Available from Railroad Magazine Book Service.)

The best single source of steam roster and action photos of the four main New England roads in steam days are presented here. The book covers steam locomotives on the Rutland, Maine Central, Boston & Maine, and Central Vermont. Hundreds of dramatic action views smoke up the pages, with just enough informative text and first-generation diesels to please the broad-minded fan. The text is concise, providing ample space for the outstanding steam photography. Reproductions are good to excellent in these views, mostly from renowned John Krause and Robert F. Collins.

CONTINUE sending steam news to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.



STEVE MAGUIRE'S

TRANSIT TOPICS

THE FIRST two light rail vehicles have been tested by San Francisco's Municipal Railway in preparation for regular car delivery. When the Muni lines convert to light rail equipment single cars from the K, L, and M routes will meet at the West Portal station for coupling into 3-car trains. Since only one motorman is used east of Twin Peaks, the other crew members will leave their cars and work on the next westbound 3-car train. They are not needed east of Twin Peaks because the line goes into the subway there and station agents will be collecting fares at each of the nine subway stations.

This news comes from Otto J. McQueen, 5070 Brookdale, Oakland, California, who questions the wisdom of such operation. Any time an inbound car is late arriving at West Portal, he says, the entire train will be delayed. Muni PCC cars are now being repainted in a new scheme of orange, gold, and white, indicating that the company may feel they will be running for a long time before the changeover to LRV's. There is still some talk of restoring trolleys to the Geary Street line, using PCC's after the LRV's are in service.

Muni has received Federal money for an M line extension from the present Broad and Plymouth terminus to provide a direct-tie in with the Geneva carhouse-New Elkton shop facilities and the BART station near the location. So says the *Bay Area Electric Railroad Review,* monthly publication of the California Railway Museum. Work on the project is due to begin very soon. It should be done in time for the changeover from PCC cars to the new light rail vehicles arriving from Boeing in Philadelphia.

CANADA may soon have an Urban Transit Authority to grant funds for planned mass transit projects, writes Gary M. Woodley, 415 Linden Ave., Apt. 304, Victoria, B.C., Canada V8V 4G2. Such aid was first promised in 1974, then shelved because of government cutbacks that year. Under the proposed program, a formula would pass federal money through provincial governments—sums available for planning and building new transit systems but not to cover operating deficits.

For years, British Columbia alone has been considering plans for light rail systems in Vancouver, New Westminster, Victoria, Nanaimo, and Prince George.

No. 4002, the first Canadian Light Rail Vehicle delivered to Toronto Transit Commission, is pushed into Hillcrest Yard by CP Rail 6514 on Dec. 29, 1977. Six prototype cars have been built by Swiss company.

John D. Knowles, 194 Grenadier Rd., Toronto, Ont., Canada M6R 1R7

THE U.S. DEPARTMENT of Transportation and the German Ministry of Research and Technology will cooperatively assess the feasibility of cable-suspended transportation systems under a $99,856 contract award from the Urban Mass Transportation Administration (UMTA).

The contract to N.D. Lea and Associates of Huntsville, Ala., is part of an UMTA Automated Guideway Transit (AGT) Socio-Economic Research Program. N.D. Lea will be assisted in the study by a Hamburg, Germany, transportation consulting firm. The U.S. and German firms will assess the technical and engineering features, evaluate their performance, and determine the public acceptance of the Roosevelt Island Tramway in New York and the Aerobus system in Ste. Anne de Beaupre, Canada.

The Roosevelt Island Tramway connects Roosevelt Island with Manhattan in New York City. The half-mile system serves as a commuter link for the Island's more than 2,000 families. It can move as many as 1,500 people in each direction every hour. The Aerobus is a cable-suspended system developed overseas and currently installed at Ste. Anne de Beaupre, Canada.

DOT may accept the offer of Miami, Fla., to extend the planned Metropolitan Dade County rapid transit system into Hialeah at a Federal cost of $57 million. The deal would allot an eventual $632 million for an expanded 20.5-mile system. A commitment of $575 million was made in December, 1976, for a 16.5-mile segment between Dadeland and N.W. 65th Street, with provisions that adequate yard sites be included so that the 16.5-mile segment would be fully operable.

DOT also announces a $31,888,000 grant to complete engineering and design and start building the 6.8-mile East Busway portion of Pittsburgh's "Early Action Program." The grant brings to $43,140,000 the total current Federal share of the East Busway project.

DOUBLE FARES will be eliminated at three key transfer points in Manhattan and Brooklyn in New York's subway. About 17.4 million riders passed through the transfer stations last year, but it is not known how many paid a second fare to change lines. The double fare was eliminated as a convenience to the

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riding public and to encourage increased ridership. It is estimated that 12.9 million riders a year will take advantage of the free transfer.

The Metropolitan Transit Authority will connect a sheltered passageway from the Long Island Rail Road terminal at Flatbush Ave. in Brooklyn to the Atlantic Avenue—Pacific Street station. About 8,000 LIRR passengers now exit to the street to get BMT trains.

A MOVIE produced in Mexico last year should interest trolley fans. Entitled *The Illusion Travels by Streetcar,* it was directed by Louis Bunuel. It is in Spanish, with English subtitles.

Kathleen Carroll writes in the N.Y. *Daily News:* "Using Mexico City as a backdrop, Bunuel tells the story of a conductor and a motorman who, when their boss angrily dismisses them for repairing an old streetcar ahead of schedule, decide to steal the car and take it on a final spin through the city streets. The battered tram becomes a symbol of rebellion. Although the two transport employes quickly lose their spirit of defiance, their frantic efforts to return the car to the company depot come to no avail, as they are forced to take on passengers.

"The passengers are typical Bunuel characters, ranging from cheerful peasants to an overdressed American tourist who, when told there is no need to pay, grumbles about that being a sign of 'communism.'"

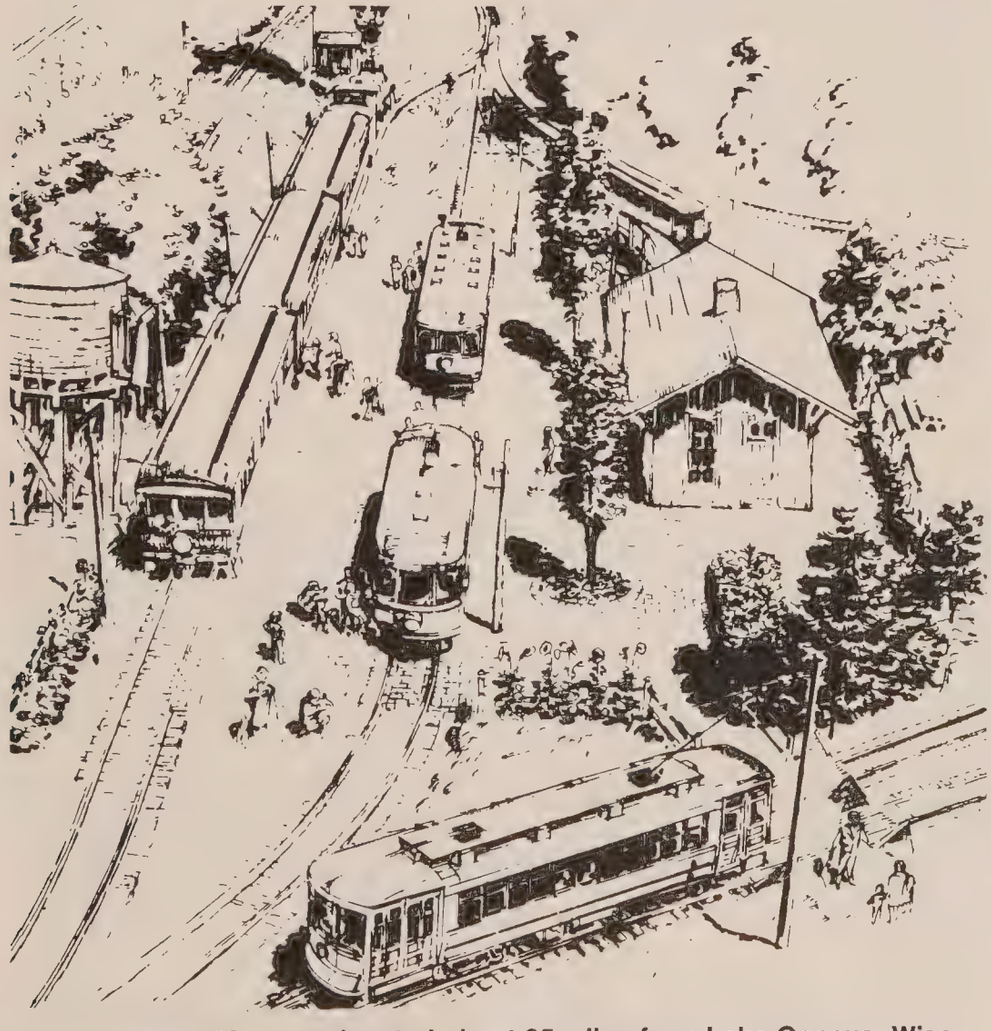
YAKIMA VALLEY Transportation Co. years ago bought two city cars second-hand for local service in Yakima, Wash., according to Kenneth G. Johnsen, P.O. Box 161, Renton, Wash. 98055, who is writing a book on this interesting line that is still in service. These cars, numbered 10 and 11 at Yakima, were purchased in 1914 from the Yonkers (N.Y.) Railroad, where they were numbered 148 and 149. Can anyone supply photos of them in Yonkers?

AN AGREEMENT for the Delaware River Port Authority to proceed with expansion plans on the Lindenwold rapid transit line was signed by Governors Brendan T. Byrne of New Jersey and Milton Shapp of Pennsylvania. This measure is part of a vast plan to extend PATCO service in Burlington, Camden, and Gloucester counties.

The new extensions will consist of a 7.2-mile Burlington County branch from the Broadway Station in Camden to Maple Shade and a seven-mile Gloucester County branch to Bellmawr. First phase construction will cost $375 million, which would include 80 percent Federal funding from the Urban Mass Transportation Administration if the Authority's application for aid is successful. The other 20 percent will come from the two states.

SEATTLE, Wash., is building a new trolley bus system for the 10 routes now operated by its Metro. In January, a contractor began removing all of the overhead, feeders, and sub-station equipment in preparation for the new trolley coach overhead route that is claimed to be America's first feederless system, according to Arthur Hamilton, Tacoma, Wash., writing in the monthly publication of the Texas Division of ERA, Milam Bldg., San Antonio, Texas 78205.

Instead of the traditional heavy feeders paralleling and tapping the contact wire, a heavier 4/0 contact wire will be fed only at sub-stations—small solid-state units spaced every half-mile or so. The future of Seattle's trackless operation



Illinois Railway Museum, located about 25 miles from Lake Geneva, Wisc.

seems assured; 109 new AM-General trolley coaches have been bought for the 10 lines and two others formerly served by diesel buses.

AT BUFFALO, the Niagara Frontier Transportation Agency is seeking a location for car yards to be used for storage of light rail transit vehicles for the new 6.4-mile line now under construction. One place being considered is the abandoned Lackawanna Railroad Terminal at the southern end of Main Street. It consists of two structures. One, which formerly housed the passenger concourse, waiting room and ticket offices, may be too deteriorated to be salvaged. The other, which housed trainsheds, could be refurbished, Metro engineers say.

The City of Buffalo offers the Agency an area along Exchange Street, at Michigan Avenue. But the Metro Construction Division notes that this site could cause delay and add to the cost of transit operations because rolling stock would have to be detoured several blocks from the Main Street line for maintenance and storage.

BACK in 1937, the late Frank Donovan, Jr., railroad historian and *Interesting Railfan,* rode from Cleveland to St. Louis, 1,227 rail-miles, all but 163 of those miles on trolley cars, 14 cars in all. Today, you couldn't travel a foot of that journey by trolley.

LAST APRIL we published a photo of Newport (R.I.) Electric Co. snowplow No. 3 ready for shipment to the Coast Cities Ry. at Asbury Park, N.J., in 1926. Now we hear from Frederick H. Williams, 55 Brookside Rd., Newington, Conn. 06111, that this car was originally No. 202 of the Sea View Railroad before it was absorbed by the Rhode Island Co. in 1911. The latter company didn't want the 202 and it was sold to the predecessor of the Newport Electric, where it became P3. The piece of equipment was built as an express car in the early 1900s at the Sea View shops.

In the same April issue we mentioned gum and candy dispensers used on trolleys years ago. Joseph A. Hass, 362 Buffalo Ave., Paterson, N.J. 07503, writes that when he was a little boy in 1928 he saw penny chewing-gum dispensers on the Kissena Lake trolley that ran between Jamaica and Flushing in New York's Borough of Queens. Also in those days, on the BMT Jamaica elevated line operated between 168th Street in Jamaica and Canal Street in Manhattan, he saw peppermint candy dispensers on the big old steel cars of that route.

Mr. Hass writes also that during World War II, while stationed in Wellington, New Zealand, he saw candy and cigarette salespeople on the trams there—boys and girls who paid the conductor tuppence-hapenny (2½ cents) for each round trip selling their wares. "Sometimes," he adds, "the kids sold black market chocolates, too, to us *Yanks.*"

The Washington Subway

A NEW YORKER riding aboard Washington's new subway these days is likely to feel some culture shock. Underground here, things are clean, bright, quiet, uncrowded, and unmarred by graffiti. The car doors actually wait for hurrying passengers to board. And now the trains even run, Ben A. Franklin reports in *The New York Times.*

It was not always so. As recently as last September the car doors often stayed open or were jammed shut because of design failure that showed itself perversely only in rush hours. For a time, the Metro, as the system is known, seemed likely to become a multibillion dollar scandal.

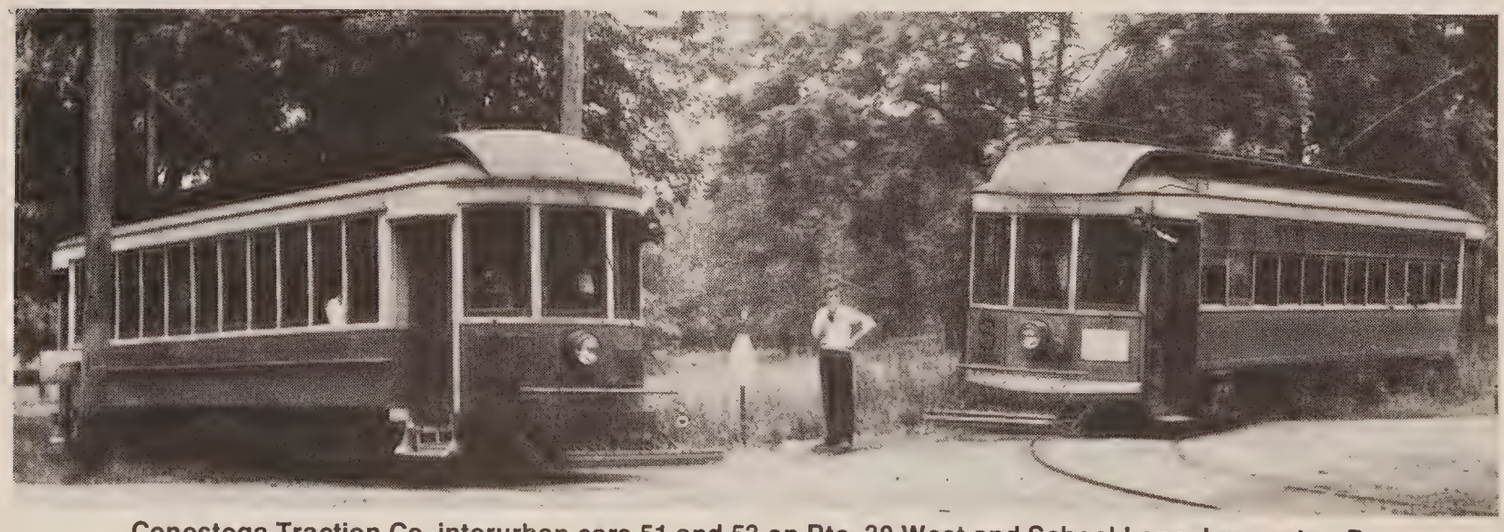
The Metro's cars are made like airplanes; that is, they are designed to give under stress. A crush of standees would therefore "bend" a car in the middle, binding the doors in their grooves and holding up service until passengers could be cajoled to redistribute their weight.

Unbowed by it all was Anthony J. Stefanac, Metro's general superintendent for rail operations, who is a veteran of 37 years with the New York subway system. "We had more trouble than this with the new cars on the BMT and the IND," he said.

Stefanac, who began as a conductor on the IRT in 1938, was a motorman, towerman, assistant dispatcher, and dispatcher on that line before moving to Alexandria, Va., in 1976 from his job as superintendent of the subway control center at Jay Street, Brooklyn.

Last summer, when scores of new, air-conditioned cars were going into service for the opening of the 12-mile Blue Line, an extension that runs to the Pentagon and Washington National Airport, a rash of problems, locked brakes, spastic fare-collection machines, balky escalators and an inundation of a tunnel by the Potomac River, snarled rush hours repeatedly.

The snarls came at a time when the Washington Metropolitan Area



Conestoga Traction Co. interurban cars 51 and 53 on Rte. 30 West and School Lane, Lancaster, Pa., June 20, 1937. L.P. Cummings, Conestoga traction historian, says both cars were Cincinnati-built.

L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603

Photo included in recent book, Red Trains in the East Bay.

Robert S. Ford, 4101 American River Dr., Sacramento, Calif. 95825

Transit Authority, which runs the subway and bus systems here, was suspending many of the bus runs that paralleled the Metro tracks. The ending of bus routes at outlying transfer stations of the subway compounded the problem when the subway would not run, which was often. But today these problems are fairly well ironed out.

About 130,000 people a day ride the 17-mile Metro system, only 10,000 passengers a day short of the patronage on San Francisco's 70-mile Bay Area Rapid Transit, or BART. New York's subways, by comparison, carry about 25 times more people, nearly 3.4 million passengers a day over 231 miles of track. The Washington subway so far operates only on weekdays and then only 14 hours a day, from 6 a.m. to 8 p.m.

New Electric Publications

Red Trains in the East Bay, by Robert S. Ford, 352 pages, 8½x11", with hard cover binding, is available from Interurbans, P.O. Box 6664, Glendale, Calif. 91205. This book covers transportation between San Francisco and its East Bay neighbors from the days of packet boats in the Civil War era, through the Southern Pacific's early steam trains that fed passengers into the ferries across the Bay, and finally to electrification of the steam lines in the present century, ending with construction of the Bay Bridge which, while providing a direct through route into San Francisco, doomed the suburban electric railway service.

It is a large and lavishly illustrated book of 140,000 words, printed on fine glossy paper inside its beautiful color jacket painting, well worth its price. There are excellent maps, drawings, charts, diagrams, and rosters of ferryboats and electric cars. Price of book, $28.75 postpaid.

Trolleys Across the Sand Dunes (Point Pleasant, N.J., Traction), by Joseph Eid, 60 pages, 8½x11", with soft covers, may be had for $3.95 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320. This book is devoted to one of several electric lines built before the turn of the century at vacation resorts on the Jersey shore. Like some of the others, it operated only in summer. It ran from 1894 until 1919. The book also chronicles a horsecar line that lasted from 1875 until 1880 in the same town and of a proposed interurban—the Trenton, Lakewood & Seacoast Ry.—that failed while being built from Point Pleasant to Lakewood in 1916. The author lives near the right-of-way of this railway, still used as a power line, and was the principal of a school located near the same right-of-way. Hence, the interest that led him to prepare this book, almost 60 years after the line folded.

Buffalo & Lake Erie Traction Co., 224 pages, 8½x11", with soft cover binding, may be had for $9.50 from the author, William R. Gordon, 232 Beresford Rd., Rochester, N.Y. 14610. This volume is along the same lines as Bill's other books—more of a scrapbook than a chronological history of the subject. Many short paragraphs contain anecdotes and stories from the days when the B&LET ran its 90 miles between Buffalo, N.Y., and Erie, Pa. Also over 400 photos, some good, other's fair, and maps, and a roster. He covers to a lesser extent the Erie city lines and the Northwestern Pennsylvania Traction line to Meadville, Pa. If you like Bill Gordon's style, you will welcome this rather inexpensive book.

Electrification by GE, 258 pages, 8½x11", with hard covers, is *Bulletin* 116 of the Central Electric Railfans Assn., P.O. Box 503, Chicago, Ill., $18. It reprints a group of articles appearing in the 1920s in *General Electric Bulletin* and *General Electric Review,* detailing, and with illustrations, the technology of a dozen mainline and suburban electrifications. Included are discussions of the design and components of rolling stock as well as details of fixed installations such as substations, transmission facilities, catenary and third-rail, inspection, repair shops, and signal systems. These articles were written by those directly involved in the work, men whose expertise and accuracy is such that it would have been impertinent to edit or rewrite their reports.

This volume covers electrifications of the CM&StP, Butte, Anaconda & Pacific, NYC, GN, Mexican Ry., Spanish Northern, BRB&L, DL&W, IC, JNR, and CSS&SB.

The Cincinnati, Georgetown & Portsmouth Railroad, by Stephen B. Smalley, 6x9", with soft cover, photos, map and roster, is available for $4.95 from Wagner Car Co., 59 Euclid, Cincinnati, Ohio 45215. This consists of 10 historical articles that the author contributed to the *Forest Hills (Ohio) Journal* over the past years. The CG&P started as a narrow-gauge steam line in 1877 and was later electrified. At one time it operated narrow-, standard-, and wide-gage trackage along its right-of-way, carrying RPO mail and, in 1912, what is called the first "aerial mail" flown in by plane. Photos add much to the story. One showing three-gage track into a yard is most unusual.

CONTINUE SENDING transit news and electric-line books for review to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. ●

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Arizona Railway Publications
P. O. Box 15606
Phoenix, AZ 85060

PHOTOGRAPHS OF THE MONTH

Dave Wilkie, 595 Leaside Ave., Victoria, B.C., Canada V8Z 2K9

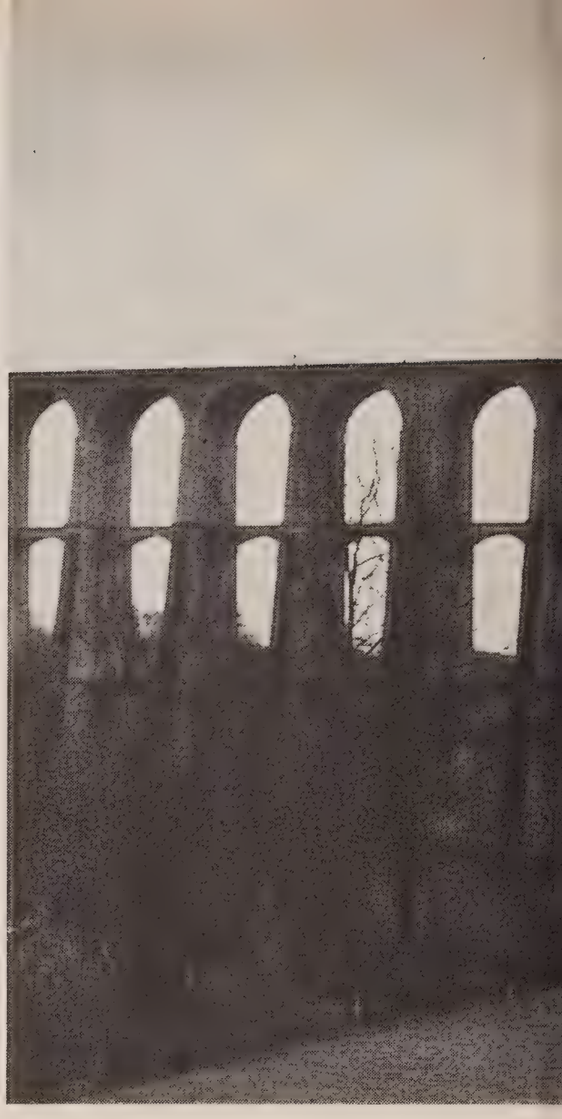
Mirrored in tidal pool in British Columbia Railway passenger extra 2860 South nearing North Vancouver, B.C., on excursion run from Squamish on the Squamish subdivision on October 17, 1977.

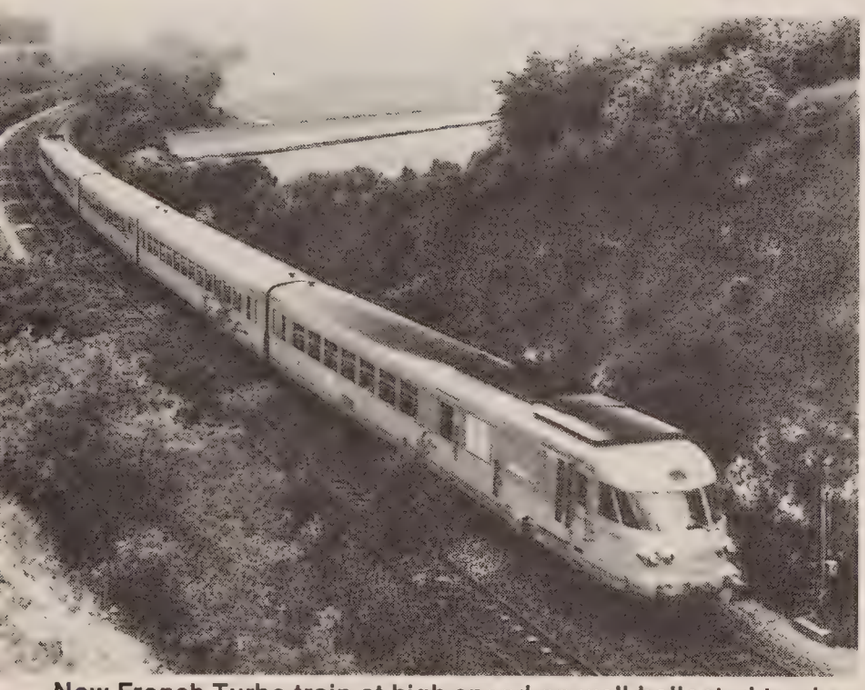
Passengers gaze from bright red-painted coach on Ali Shan Forest Ry. of Taiwan, August 14, 1970, enroute from Chiayi to Ali Shan, a 72-km. route covered by this local train leaving depot in mid-morning and arriving in early afternoon. The road is a twisting 2'6" narrow-gage line.

Edward Delvers, P.O. Box 176, Bedminster, Pa. 18910

On French Rails

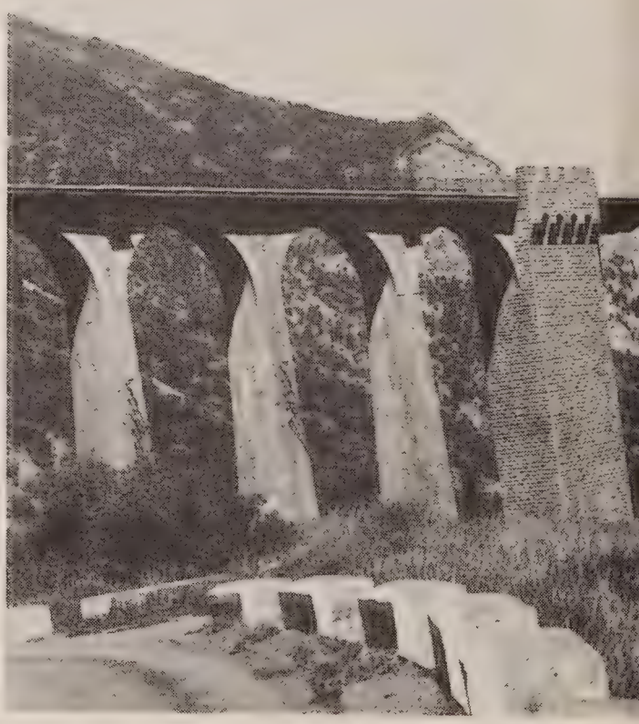
The dual-voltage locomotive BB-20103.
France Actuelle





New French Turbo train at high speed on well-ballasted tracks.
French National Railroads

This mademoiselle likes the new grill car food arrangements.



SNCF 140 C class 2-8-0 crosses 2269-ft. Chaumont viaduct at Chaumont, France, Dec. 10, 1965.

Photograph by J.M. McMillan

Westbound SNCF narrow-gage train in Pyrenees east of Fontpedrieuse, France, on the line from Perpignam to Tour de Carol where it connects with Renfe trains from Spain.

Elsie Treloar, 101 California, Highland Park, Mich.

Photograph by Jean-Claude DeWolf

Food tray handed by attendent to passenger in second-class.

READY IN FIVE MINUTES

by Ralph A. Snyder

BILL STEVENS, boomer train dispatcher, pounded a mean key in answer to the smart alec lightning slinger at Cross Fork. That fellow, who also was a boomer, was two pains in the neck, especially between the dead hours of morning from one to four, when almost anything could and did happen. The eastbound Extra 135 had been at Cross Fork for fifty minutes, but the operator still refused to go into the yards to learn the cause of delay.

Bill rapped his key sharply: "Go see what's holding that 135! I've got the 147 stuck west at Burrows."

"Nice dispatching," taunted CF, "but I'm no trackwalker."

"You'll have a chance to walk in the morning," Bill flung across the valleys and mountain.

"I've walked," clicked the wire, "from better pikes than this."

The dispatcher closed his key and sat back to swear. His hand moved to the phone. He'd call the chief. But the poor devil had been up a day and a night clearing the east end of a derailment. It wasn't fair. Bill's brows wrinkled. His eye strayed toward the droning relay on the far end of his desk—the commercial wire. Once he started to plug in there, but he didn't.

Five minutes went by. He called Cross Fork again: "What about that extra 135?"

"The conductor came back," clicked CF. "He says the engineer's packing a tender hotbox. They'll be ready in five minutes."

Bill repressed a desire to call the operator a liar, for every nerve of him warned that something was in the air. But Superintendent Allen's injunction the day before had been pertinent.

"You're in charge at night, Stevens," the official had said. "Report the sleepy operators and trainmen who won't play ball. I'll can them. It's that or—" he'd left the rest unsaid. But Bill knew.

The dispatcher watched the slowly-moving minute hand of the clock. Five minutes—ten. Again he called Cross Fork. The reply came: "Brakeman returned. Said they'd be ready in five minutes."

"Five—what's he doing?"

"The engineer's got a side-rod down," spelled the wire evenly.

Then Bill Stevens blew up. He didn't notice the silence of the commercial wire, nor the office cat, nor the clock. He grabbed the phone and called the shop. A sleepy voice answered.

"What the devil," Bill demanded, "ails that 135? She's up at Cross Fork with a side-rod down an' I've got a man tied up at Burrows."

" 'T'ain't the 135," denied the shopman: "That's a good Mike. It's that damn fool crew. Northam, ain't it?"

"Yes, sure—why?"

The shopman laughed. "They're boomers—a train and engine crew hired for this coal rush. Call the super. He hired them."

Bill started to do as he was told, but decided to wait. Perhaps, after all, the crew was in trouble. But he couldn't move the 147 up to Cross Fork for a meet, as the yard was plugged—full of cars; other trains were coming up the far side of the hill to set out cars of coal in Cross Fork yard.

Bill called the operator again. "Extra 135—any report?"

"Brakeman went back," said the brass pounder crisply. "Flagman just came by, though. He said the engineer was packing the throttle."

"The—" The train wire went open. Bill's words sent the cat flying. Then: "Go out there and see what in hell's wrong. You hear! I can't run trains unless I know what's going on."

"Nuts!" clicked the insolent op.

BILL grabbed for the phone again. This time he called the chief. In that sleepy man's ear he poured the whole story.

"It's a boomer outfit," the chief explained calmly. "I'll can them and the operator in the morning."

"But the road's tied up. I've got a man ready to leave Galeton, here, in thirty minutes, too."

"Get the 135's conductor," instructed the chief. "Take away his orders. Deadhead the crew in on something. Call another crew to go after the train."

"Yes, he'll can them," Bill muttered. "I see him canning anyone, with men as scarce as brains in an engineer. Hm-m! Well, I'll get away from this lousy bunch of boomers."

He fished a letter from his pocket and reread it. The letter was from the superintendent of the Denver & Rio Grande. They were desperately in need of dispatch-

ers at Denver. Bill was to wire the official where to put out passes for him to come to Denver. He pulled the plug from his train wire and cut in on the commercial, as a familiar hand signed off.

"Sounds like that ape at Cross Fork," he thought. "Now what the devil was he doing on the Western Union wire? He doesn't handle . . ."

Bill began calling PG, the relay office. He got a quick reply. For a few seconds he played with the wire while formulating his message, then he began sending. He told the Rio Grande where to put passes and he'd go there.

PG was slow in sending his okay, but finally did so. Bill heaved a sigh of relief. He vowed solemnly, "I'll go where these apes won't find me," and began calling Cross Fork.

The fresh operator would have hardly had time to walk out in the east end of the yards, but Bill called. He was surprised at the brisk response.

"Flagman says they'll be ready in five minutes. First they got to set out a lunged car"—meaning, of course, a car with a drawbar pulled out.

Bill swore openly. Then: "What in hell's been the delay?"

"That was it; pulled a lung."

"Listen!" Bill sent the electric dots and dashes flashing from his key. "Go get the conductor. I'm going to annul his orders. Tie him up there."

There came a pause. Then: "Northam says he don't want to."

"Northam," the dispatcher spelled out savagely, "has tied the road up; now I'm tying him."

"Okay. I'll tell him."

BILL called Burrows and instructed him to get the Extra 147 west ready to move as soon as he could change the orders. Galeton yard cut in for running orders for another Extra west, engine 165. Bill fixed them up as far as Burrows.

Then he called CF again and put out a 31 order changing the meet between Extra 135 east and Extra 147 west from Burrows to Cross Fork. As soon as Northam signed it he'd complete the order to Burrows.

The clock moved faster as Bill waited. Several times he called Cross Fork, but got no reply. A half-hour dragged by. Again he called CF. This time the lightning slinger replied instantly.

"Did you get Northam?" Bill asked.

"I told him, but he said never mind the order; he was—" The wire opened, and Bill stormed.

Ten minutes passed. Bill poked the coal fire in his stove, faintly aware that the commercial relay was buzzing something. He came back and cut in just in time to hear the brass pounder at Cross Fork sign for a message. That was about the last straw—holding the train wire open while transacting commercial business! At that moment the train wire went closed. Bill grabbed at it.

"What the devil did you hold this wire open for?" he demanded.

"22." The signal that the Cross Fork op was busy on other wires.

The dispatcher raved. No rules permitted an operator to leave the train wire upon any excuse whatever when he was working there. Bill's fingers cracked the key with the curt message, "Sig?" (signature to the order).

The wire went open a full moment and CF slowly clicked back "Extra 135 east departed 3:47 a.m."

When Bill Stevens recovered, he called Burrows and killed the order there. Only the knowledge that he'd be away with the arrival of the day man kept him from going mad. Not another night would he work on this road. He was going to Denver.

He started to note the delay of Extra 135 on the sheet, but paused thoughtfully. After all, he didn't know what was the delay up there. He'd wait until the boomer crew came in. Bill dropped the pen. But he was to know the cause of the delay at Cross Fork before the train came in.

He stroked the cat and talked to it. "Kitty," he said happily. "I'm going west again. I'll go in the morning. Never another night will I work with those half-witted boomers. I'm going to Denver, Kitty."

The creature purred understandingly. An hour later Burrows reported the train coming down the mountain. Then he reported both trains away.

DAY WAS flushing the eastern horizon with pink and gold when Bill became aware that PG was calling him on the commercial wire. He cut in.

It was a deadhead message from Denver. It told William Stevens where the Rio Grande was placing a pass for him and requested him to wire when he'd leave. They needed dispatchers urgently. Bill okayed the message with a thrill of happiness. He was free—free of the boomers!

"Say," PG was talking on the wire. "Reckon I can get a sine in Denver? Everyone's going."

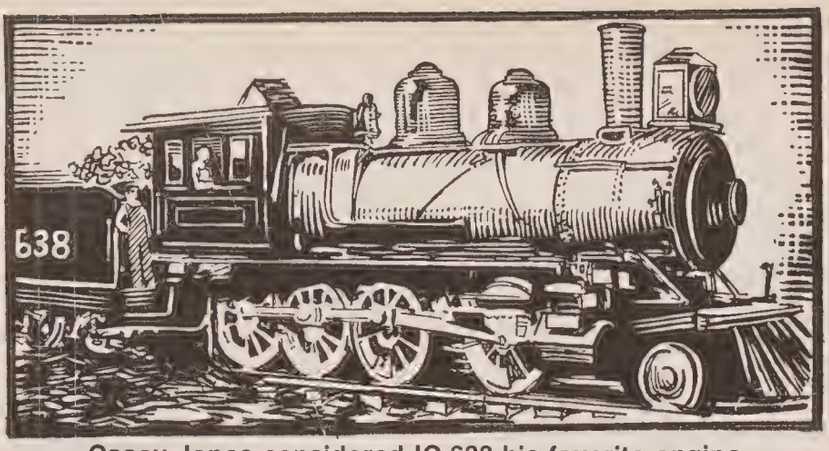
A *sine,* of course, meant a relay operator's job, so called because many roads furnished the new man with a personal sine—letters to use in receipting for messages.

Bill toyed suspiciously with the key, his brow wrinkling. So "everyone" was going? *He* wasn't everyone. However, in true boomer fashion, he told the op they needed men at Denver. Sure, he could get on. As an afterthought he asked: "What you mean, *everyone's* going?"

The PG man made a couple of wire laughs. Then: "I've handled messages from that lightning slinger at Cross Fork tonight. He's going, and conductor Northam and his crew and engine crew too. Didn't you know?"

Bill Stevens pulled the plug with a lurid string of profanity. So that was the cause of delay! The crazy boomer crew had deliberately stayed there while they got a message through to Denver for another job.

"Ready in five minutes—huh? I am *not* going to Denver," he told Kitty. "Not never." And again the office cat purred understandingly, its green eyes shining. ●



Casey Jones considered IC 638 his favorite engine.

Official Report of Wreck Which Killed CASEY JONES

WE ALL KNOW that "Casey" (John Luther) Jones, an Illinois Central engineer, was killed when his engine hit the caboose of a freight train which had been pulling into a siding but failed to clear the mainline in time for the fast express. Richard J. Cook, associate editor, *Locomotive Engineer* and one of our *Interesting Railfans,* has sent us a copy of the official report on this accident, which we reproduce here. Dated Chicago, May 10, 1900, it was addressed to J.T. Harahan, Second Vice President, and signed by A.W. Sullivan, General Superintendent.

Subject: Collision of trains 1 and 83, Vaughan, 4-30-1900.

Referring to 478 report No. 26 of the Water Valley District, Mississippi Division, and various telegrams from Asst. Gen. Superintendent Gileas covering case of passenger train No. 1, engine No. 382, Conductor J.C. Turner, Engineer J.L. Jones, running into rear of freight train No. 83, engine Nos. 870 and 871, Engineers J. Markett and C.W. Marchison, Conductor E. Hoke, at Vaughan, Miss., 3:52 a.m. April 30, 1900, in which Engineer Jones of No. 1 was killed and the following persons injured, settlement of various cases having been effected as shown by amounts opposite names:

Simon Webb, Fireman Train No. 1, body bruises jumping off engine 382, $5.00; Wm. Miller, Express Messenger, slight injuries, $25.00; W.L. Whiteside, Postal Clerk, jarred, $1.00; R.A. Ford, Postal Clerk, jarred, $1.00.

Reports received to date indicate that Engineer Jones of the passenger train, who lost his life in the accident, was alone responsible for the accident, as train No. 83, which was obstructing the main track at Vaughan while sawing by train No. 26, was properly protected by flagman, who had gone back a distance of 3,000 feet, where he had placed torpedoes on the rail; thence continued north a further distance of 500 to 800 feet, where he stood and gave signals to train No. 1; which signals, however, were apparently not observed by engineer Jones; nor is it believed he heard the explosion of torpedoes, as his train continued toward the station at a high rate of speed, notwithstanding the fact it was moving up grade; collision occurring at a point 210 feet north of the north passing track switch. It is also stated that Engineer Jones of Train No. 1 failed to sound whistle for the station when passing whistling board.

Jones entered the service of this company as a fireman in March, 1888, was promoted to position of engineer in February, 1890, since which date his record has been as follows: Engineer Jones was promoted to position of engineer in February, 1890, and had a reasonable good record, not having been disciplined for the past three years.

He had been assigned to passenger service between Memphis and Canton about sixty days before collision occurred, and at the first opportunity thereafter Supt. King had talked to him about the importance of the trains to which he had been assigned, instructing him to use good judgment, especially in stormy weather; to keep close lookout for signals at all times, particularly in approaching and passing through stations and yards; adding that the train he would handle had been successfully handled by other engineers who are on the runs and that satisfactory time had been made.

He particularly instructed Jones not to attempt to do any reckless running with view of establishing a record of making fast time, or better time than the other men on the runs. Jones' work up to the time of the accident had been satisfactory.

The actual damage of this collision amounted to $3,323.75. Trains 1st 72, 83, 1st 26, and 2nd 26 were at Vaughan station for No. 2; first and second No. 26 occupied the home track, which was clear, and 1st 72 and 83 occupied the passing track, which lacked about ten car-lengths of holding the two trains. After sawing the two sections of No. 26 in at the south end, 1st 72 and 83, while moving south on passing track to clear No. 1 at north end, stopped before going into clear account air-hoses bursting on a car in 1st No. 72, the rear of No. 83 fouling the main track.

Flagman J.M. Newberry of No. 83, who was provided with necessary signals, had gone back to place torpedoes, also to signal the engineer on No. 1 to stop; and although he had an unobstructed view of the flagman for 1½ miles, he failed to heed the signals, and the train was not stopped until the collision occurred. The explosion was heard by crews of trains at Vaughan station; by Fireman S. Webb (colored) on No. 1 and by the postal clerks and baggagemen of the train.

Fireman Webb states that between Pickens and Vaughan stations, after putting in a fire, he was called to the side of Engineer Jones, who lost his life in the accident, and they talked about the new whistle which had been cut on the engine at Memphis; Jones stated that going into Canton it would arouse the people of the town. This was the first trip with the new whistle and Jones was much pleased with it.

Fireman Webb states that after talking with Jones, he stepped down to the deck to put in a fire, and just as he was in the act of stooping for the shovel he heard the explosion of the torpedo. He immediately went to the gangway on engineer's side and saw a flagman with red and white lights standing alongside the tracks; going then to the fireman's side he saw the markers on caboose of No. 83. He then called to engineer Jones that there was a train ahead, and feeling that the engineer would not be able to stop the train in time to prevent an accident, told him that he was going to jump off, which he did, about 300 feet from the caboose of No. 83.

Fireman Webb further states that when the torpedo was exploded, Train No. 1 was running about 75 miles per hour; that Engineer Jones immediately applied the air-brakes and that when he left the engine, speed had been reduced to about 50 miles per hour. He also states that had he or Engineer Jones looked ahead they would have seen the flagman in ample time to have stopped before striking No. 83. Train 25 was also flagged by Flagman Newberry and stopped where he stood which was in the same location from which train No. 1 was flagged.

Train No. 1 met Train No. 2 at Goodman Station, No. 1 arriving at Goodman on time and taking the siding; it left there five minutes late, and at the time of the collision was two minutes late. Trains Nos. 1st 72 and 83 would not both have been at Vaughan station for train No. 1 but for the fact that No. 83 while pulling into the siding to let No. 25 pass, pulled out two drawbars, which resulted in delay that prevented No. 83 from going beyond Vaughan station for the two sections of No. 26 and No. 1. As shown above, Engineer Jones was solely responsible for the collision by reason of having disregarded the signals given by flagman Newberry.

Dick Cook comments: "As usual, the carrier put all the blame on the dead man ('dead men tell no tales')."

Personally, I don't believe that the freight train Casey ran into was properly flagged. I discussed the matter with Casey's widow long ago. She told me that the all-white freight crew got together just after the accident, prepared an alibi, and forced Sim Webb to back them up. It isn't hard to guess what might have happened to a black fireman in Mississippi in 1900 if he had told the truth at the official investigation.

Casey was a member of the Brotherhood of Locomotive Engineers, Div. 99, Water Valley, Miss. A friend of Dick Cook's named George F. Enzminger worked that territory as an Illinois Central fuel engineer for about two years. In 1944 he learned further details from road engineer Jim Maddox. Casey had bumped Jim off that passenger assignment, which was a "temporary vacancy," and was making his first run on that particular train when he died in the wreck. Jim held seniority on the old Grenada District while Casey held it on the Water Valley District. The passenger assignments operated between Memphis and Canton in a 50-50 assignment of engineers from both districts.—Freeman Hubbard ●

TRAIN TRAVELS NOWHERE AT 42 MPH

IN COLORADO's prairie-land, within sight of Pike's Peak, a train has been going around in circles for over a year now. It is not a normal train, because it goes nowhere. But the railroad industry is counting on it to help make transportation safer and more efficient in the future.

The train is one of the key elements of the Facility for Accelerated Service Testing (FAST), located at the Department of Transportation's Transportation Test Center (TTC) near Pueblo. FAST is a 4.8-mile loop of track, a small but significant portion of the 22 miles of test track at the Test Center. For 16 hours a day, five days a week, a 76-car train pulled by four diesel locomotives rolls around the track at an average speed of 42 miles per hour.

In just over one year the train, which weighs about 9,500 tons, has logged 72,434 miles (equivalent to going around the earth almost three times) and has subjected the track to 135 million tons of wear. Between continuous runs around the track—15,186 times as of hundreds of different kinds of data are collected on the wear and response of track, car and locomotive components. The data are recorded on magnetic tape and sent daily to the Technical Center of the Association of American Railroads in Chicago for analysis.

The operation of this relatively heavy train for extended periods each day over a relatively short track simulates up to 10 times the traffic ta regular mainline track is exposed to. And the FAST train can accumulate up to five times the mileage an average train does in regular service.

This accelerated service allows researchers to determine the behavior of track and train components within a short time. FAST bridges the gap between testing a piece of equipment in the laboratory and testing it in regular train service. A by-product of this research will be improved track maintenance techniques.

The track includes 22 experimental sections. Each contains different kinds of ties, ballast, rail, joints, or spikes. Of the track components, 95 percent were donated by manufacturers. If there is a problem with one of the components, the manufacturer is notified and given the opportunity to analyze and solve it.

The FAST train, pulled by four 4-axle locomotives, consists mostly of loaded 100-ton hopper cars of the type used to haul coal. Also a few flatcars loaded with trailer and tank cars. The locomotives and cars were donated by various railroads.

Because of the corrosive nature of coal, and the fact that the cargo must remain in the cars for a long time, some of the cars have not been unloaded since August, 1976. The hopper cars are loaded with a shale material rather than coal. For the same reason, the tank cars are loaded with water and the trailers contain scrap newsprint.

The FAST project is one facet of the International-Government Industry Track-Train Dynamics Program, a ten-year cooperative effort on the part of the railroads' suppliers and government to study the interactions of a train with track.

Three experiments have been planned for FAST. The first one began with the start-up of the facility on Sept. 22, 1976. It will continue for at least another two years, or until the track has been subjected to a minimum of 450 million gross tons. This, researchers have estimated, will represent a lifetime of wear on the track and extended exposure of car and locomotive components to the test conditions.

For the second experiment, 70-ton cars will replace the 100-ton cars now in the train. Researchers will then be able to compare the effect these two car types have on track. The third experiment also will be comparative. Heavier, 6-axle locomotives will replace the lighter-4-axle ones now pulling the train.

Transportation Test Center employes operate the FAST train and maintain the track. An AAR office at the Center provides technical support and liaison. AAR and railroad personnel are consulted to insure that the FAST operations parallel, as much as possible, those of a normal railroad. ●

RAILS THROUGH THE WILDERNESS

by George C. Haseltine

AS A SCHOOL kid back in the 1860s I used to stand at the depot window of the old St. Paul & Pacific Railway at St. Anthony, Minnesota (now East Minneapolis), and watch the operator there stringing out the tape from the Morse register and putting it down on paper. From then on, I wanted to be a brass pounder.

Later, when old enough to earn a few cents a day, I spent part of the money in making a set of telegraph instruments. After fooling with my home-made outfit I continued my practice in the office of L.I. Baker, a Civil War veteran who was agent and operator for the St. Paul road at Minneapolis Junction, a few blocks from my home. That was in 1879, when I was seventeen.

When Baker found that I knew the Morse alphabet, the only instructions he gave me were: "Take pencil and paper, sit there and listen, and put down whatever you get, even if it is only one letter."

In those days, the railroad didn't have manifold for train orders. The op took the order on ordinary clip paper and handed it to the conductor, who repeated the message from that copy to the dispatcher. If repeated correctly, the dispatcher gave "O.K." and the time, which was endorsed on the conductor's copy and given him to run on. The simple order system was in vogue, this being an example:

St. Paul, Nov. 8, 1880.

Opr M. Jct

Hold No Thirteen (13) Condr Pennock Eng nine (9) until No Sixteen (16) Condr Jenks eighteen (18) arrives. 12

J B C

Neither of the trains involved knew anything about these orders until they arrived. Everything depended upon the operator. There were no semaphore signals; the op stuck out a green flag by day and a green lantern at night. On some bitterly cold winter nights the lard oil in his lantern would freeze and the light go out. If we diluted it too much with coal oil to prevent freezing, the globe would smoke up and you could hardly see the light a car-length away.

EMPLOYES' TIMETABLES had printed across them in "boxcar" letters: "The speed of all freight trains must positively not exceed 15 miles an hour"—which order was rarely obeyed. Until the railroad equipped cabooses with speed-recorders, the conductors would get their orders, tell the op to issue them at such and such a time, then saunter up to the smoky end of a long train and fool around from fifteen to thirty minutes before they actually left. They did this because they disliked to consume an hour or more in running to the next station when they could easily make it in half that time.

Dispatchers soon got wise to this ruse, however. Often I had to trot out and bring back a skipper to the office for the dispatcher to change his orders—*after I had already reported the conductor gone*—for which I was cussed by both dispatcher and conductor.

Speed-recorders put an end to this practice. They made a record of the trip on a roll of paper showing all the stops and length of time consumed at each stop, and the speed made between each station.

When the St. Paul & Pacific began building toward Canada it changed its name to St. Paul, Minneapolis & Manitoba. Later that road became the Great Northern. (It is now Burlington Northern.) With the first change in name, the general baggage agent sent out new baggage checks to all stations, calling in the old ones. These were the old-style brass checks, original and duplicate on a leather strap. But I kept one of them myself. It is now a highly prized collector's item.

In the fall of 1879, I moved to Delano, about thirty miles west of Minneapolis on the Breckenridge Division, going in with George Bolton, the night op at that place. By January of the next year I had mastered telegraphy so well that Bolton often left me to run the office while he went to a party with his girl friend or stretched out on the table for an hour or two of "shut-eye."

After a few months I was sent to Smith Lake. On June first I was given a twelve-hour night trick at Willmar. Soon I was again promoted, this time to night op at Minneapolis Junction for $50 a month. The best brass pounder on the whole road was making only $60, so I was rather pleased with myself, a kid of eighteen.

BUT THE LURE of the Far West made me restless. The Northern Pacific had been pushing its construction work by fits and starts through the wilderness of Missouri, eventually reaching the Yellowstone River.

The new town of Glendive, wild and tough and sensuous, was started there as a division point. Henry Villard now had control of the NP, and from this point he drove construction actively westward across Montana Territory. Railroad men of all kinds were in demand, so in 1881 I decided to try my luck. At the age of nineteen I applied to Oscar C. Greene, the Northern Pacific superintendent.

Mr. Greene tried to dissuade me from going. "There'll soon be a change in the Junction agency," said he, "and you are in direct line for promotion. Besides, life is rough out at the front and there are a hard lot of men to work with, and you might get in trouble with cheap women, too."

But these things merely whetted my desire for adventure. At length Mr. Greene made out a pass for me from St. Paul to "End of Track"—a relic of the old days which I still have.

From Bismarck westward the track was rough. The coaches rolled like a ship in a storm, so much so that they uncoupled several times as we bowled along. There were no settlements whatever west of the Missouri. Nothing much but section houses at a few of the sidings. Often we saw herds of buffalo, antelope, and mountain sheep.

January 9, 1882, found me in permanent winter quarters at Iron Bluff, ten miles west of Glendive. My office was a shack about twenty feet square, built of logs taken from a nearby beaver dam, with a dirt floor, one window, and a door. Furnishings consisted of a wide sheld under the window which I used as a telegraph table, a pine bunk in one corner, and a cast-iron stove about five feet high.

This office was a common loafing place on cold nights. The air in that shanty, with six to ten persons in it, each puffing a pipe or cigar, would get so thick that you could almost cut it with a knife.

But the most disagreeable feature was going to breakfast in the morning. Everyone ate at the camp on an island, which was about a mile away. Our breakfast hour was 7 a.m. It was no picnic to crawl out of a warm bed at 6:30 with the thermometer about zero, break the ice to get water for washing, and then walk a shivering mile in the dark, crossing the Yellowstone River either on the ice or walking a narrow plank between the rails laid on top of the falsework of the dyke. We had to do that or go hungry.

Professional buffalo hunters were working in that area, ruthlessly killing off the huge northern herd. Whenever our camp wanted fresh meat we'd hook up a team, send it wherever the hunters happened to be located, and bring back meat.

Consequently we lived on buffalo meat that winter. All that the hunters wanted was the hide for robes and such meat as they ate themselves. The remainder was left for the wolves and coyotes. I have counted as many as fifty or sixty buffalo carcasses at a time in some of the coulees where hunters had been working.

The skinners who followed up the slaughterers were a hard-looking lot of humanity. In fact, they were anything but human. Mostly halfbreeds, long-haired and unshaven, their clothes stiff with blood and grease. I was told they never took off or changed their stinking clothes all winter.

EVERY SATURDAY night the locomotive of the work train would go in to Glendive for washing out and repair jobs, and I often went along. One night several of us were playing pool in a saloon when in strode "Calamity Jane." Calamity was a tough-looking female about 35 years old. She had just come in from the Black Hills, and was dressed as usual in buckskin shirt, pants, boots, and spurs, a gun on her hip, cowboy hat and blue bandana. I wondered whether or not, under this mannish garb, Jane was actually a female. Her first move was to invite every man in the house up for a drink, and I noticed that she took more than a man's size drink of whiskey herself.

In February, 1882, we had a sample of "Chinook" wind—a warm breeze which melted the ice in our section of the Yellowstone River. Shortly after this I saw two or three steamboats loaded with buffalo hides going down the river. At the same time, at a siding called Milton, near Iron Bluff, I saw a gigantic stack of hides piled along the track awaiting shipment. It was as high as a boxcar and several hundred feet long!

Two months later I was called to Glendive to act as relief dispatcher for ten days—my first experience at train dispatching, and on the 30th our camp at Iron Bluff was abandoned to winter gloom.

With the coming of spring, when skunk cabbage, daises, and Queen Anne's lace began to bloom and love-obsessed birds started to nest, construction was resumed and the end of track soon passed Forsyth. I still have a copy of the first printed timetable for the Northern Pacific division between Glendive and Forsyth, dated May 8, 1882.

After leaving Iron Bluff I went to the front as telegraph operator and brakeman on Harry Anderson's work train. Harry also gave me the job of timekeeper, so my time was listed on three different payrolls simultaneously—$50 per month and board as op, $60 and board as brakeman, and $2 per day as timekeeper. In those days that was a lot of money.

Nearly every one at the front had some sort of "hold-out" or graft. Work-train conductors were allowed to hire and fire their own laborers. They ran the commissary and boarding cars, and carried "straw" men on their pay rolls. Cash fares on trains were ten cents a mile—or whatever part of that the skipper felt like charging the passenger, for there were no ticket offices in the Construction Department and there was no one to check him up.

The big object of the Villard regime was to get the mainline laid as speedily as possible. You could do almost anything you felt like doing. So long as the tracklaying progressed steadily few questions were asked.

Potatoes were a luxury and sold at a fancy price. Al Bowen, the ambitious lightning-slinger at Terry, saw a chance to make a few dollars on the side, so he sent back to the States for seed and planted about two acres of "murphies" near the station. They thrived wonderfully in virgin soil, and Al had rosy visions of what his crop would bring. But, sad to relate, one day a large herd of buffalo stampeded across the potato patch, leaving nothing but a trampled spot of dusty ground where the plants had been growing. If ever you heard a guy use

foul language, that guy was Al Bowen when he saw what had happened.

OUR tracklayers reached the present site of Livingston, Montana, about December 1, 1882. They laid steel to Clarke City, three or four miles west of there, and then hung up for the winter. Clarke City was quite a settlement. Knowing that the end of track would be there during the winter, a large assortment of tinhorn gamblers, saloon men, women who had no scruples about renting their bodies to anyone who'd pay for this service, and riffraff in general had been drifting to that focal spot for some time.

The tracklayers, laid off and with money burning in their pockets, were "rarin' to go" for a good time. Almost every other building or tent in Clarke City was a gin mill or dance hall, a whorehouse, or some other sort of deadfall, and all sorts of gambling was going on day and night. If you were known to have money on your person it was not safe for you to walk the streets at night alone.

Conditions in Clarke City became so bad that a vigilance committee was organized one night after a particularly crude killing. They strung up three of the most vicious characters and served notice on twelve or fifteen others, giving them twenty-four hours to leave town and stay out.

Later I was stationed at Muir, at the east portal of the Bozeman Tunnel. It was another hell-roaring community, as all the hard rock men from the tunnel made it their headquarters. Plenty of booze and women. There were two or three saloons. All drinks and cigars were two bits straight, 25 cents usually being about the smallest change in town except at the post office.

On May 29th we passed Beaver Creek—a fine stream of warm water, with temperature about 75 degrees, impregnated with some substance that enabled us to wash our clothes in it without soap—and on June 16th the motley crew arrived at Helena. The first thing we saw there was a carload of silver bullion in "pigs," stacked along the right-of-way to be shipped East, unguarded as if it had been a lot of ties!

The Northern Pacific tracks were not laid into Helena itself but ran about a mile to the north, as the city then was all up on California Gulch and the grade was impracticable for railroad purposes. However, we ran a loop of telegraph wires up to the city and as a brass pounder I had plenty of business to handle.

One evening three or four of us went up town after supper to take in the city's excitement—including the first five-cent beer we had seen since leaving civilization and including the women—and we had so much fun that we did not get back to the cars until about eight the next morning.

I found the superintendent of construction at the office with some important business to be transacted with Brainerd by telegraph. He had been waiting a long time for me to arrive and proceeded to rake me over the coals. Feeling cocky and well satisfied with myself, I was in no receptive mood for such talk. One word brought on another, and I finally told him I had resigned, effective immediately.

"No, you haven't resigned," roared the super. "You're fired!"

"That suits me," I answered.

With that I started to roll my bedding. Then I packed my grip and vacated the boarding car. The brass collar hurried uptown to borrow an operator, and I went out on a work train. Thus I hit the boomer trail, heading eastward, while the Northern Pacific's rugged, dirty, hard-working, and sex-starved tracklayers continued to fling their steel to the West. ●

JUST EMPTIES COMING BACK

Have you ever sat by the railroad track
  And watched the empties coming back?
Lumbering along with a groan and a whine,
  Smoke strung out in a long gray line,
Belched from the panting engine's stack—
  Just empties coming back!

I have—and to me the empties seem
  Like dreams I sometimes dream
Of a girl—or money—or maybe fame;
  My dreams have all returned the same,
Swinging along the homeward track—
  Just empties coming back!

(Ed. note: This anonymous poem was a favorite of the late John Johns, a New York Central conductor on the *20th Century Limited.* John had a fine sense of drama and wrote many fiction stories of authentic railroading for us. He even took a portable typewriter aboard the steam-powered luxury train and, when time permitted, would secretly type mss. in his conductor's cubbyhole while rolling over the Hudson Division between Grand Central Terminal and Albany, N.Y. This poem inspired his story "Empties Come Back," which we published in March '43.)

THE ENGINEER'S BICYCLE

by Serge Vitry

Translated by Daniel Behrman

AS A VETERAN engineer on the extra board working out of Montargis engine terminal in France, 70 miles southeast of Paris, I am often called for a limited or an express. These trains are on a tight schedule. The dispatcher eyes you all the time you are on the road, so you'd better not lose a minute. After making a fast run of 200, 250, or more miles, I find releaxation in riding home on my bicycle at about 10 miles an hour. These days, doctors recommend bikes. They're good for your health, but one day I glanced at my bicycle in the rack at the engine terminal, the only bike there, and counted 14 motorcycles and 34 automobiles, despite the high price of gasoline in France today, around $2.20 a gallon!

Everyone at the terminal is familiar with my two-wheeler. Sometimes practical jokers festoon it with baggage tags or bolt the back wheel to the front and vice versa. My grandparents gave it to me in 1936 when I got my grade-school diploma. The gear is a bit rusty now and has often been repaired. If you inventory its parts you'll find traces of at least 10 different makes. It's gone many a mile with a trailer behind, not to mention the addition of a carrier to give one of my sons a ride. That bike is historical, too, for it took part in the great exodus to the south when the Nazis invaded France in 1940.

I really enjoy oiling around the working parts of a Pacific locomotive or my favorite, the last of the 141R Mikados. Often, while doing so, I think of my neglected old bicycle without even a smear of grease on its bearings. The other day as I was going to a meeting of our Amilly City Council I noticed that 21 of the 23 council members arrived by automobile and had a rough time getting into the small parking lot next to Town Hall. The other two had no parking problem at all: one afoot and me pedaling a bicycle.

Recently, I was running a fast express consisting of six diesel railcar units on a trip of 180 miles with few stops. We were right on time. I had only one more stop to make when, 50 miles from the terminal, one of our units broke down. A warning lamp glowed on my instrument panel. I kept going, but at reduced speed. I tried to start the unit's engine again, thinking I might have just a temperature warning, but it was no use.

We made Gien, 30 miles down the line, for a scheduled stop. Hurrying back to the unit, I saw that the water-gage switch had gone into action, cutting out the motor. There was no water in the gage, but I could see a small leak on the engine block. Emptying a five-gallon water can into the radiator wasn't enough, so I asked the conductor to bring me a can from another unit. Gradually the water level rose on the gage, then stopped right at the normal mark.

Good! I had repaired the unit but would have to explain things to the stationmaster for his report to the dispatcher and the engine terminal superintendent. All in all, we had lost five minutes. That's not much. I told the stationmaster to phone ahead to Montargis, the next stop, for two five-gallon cans of treated water. My own run would end at Montargis, but the units were going on to Paris.

Then we were off again. I kept the speed right up to the limit so as to make up at least one minute on the remaining 20 miles. In the cab and despite the speed. I managed to look at that great literary classic, the diesel engine repair manual, and noted not less than 14 pages I'd have to mention in my report. Still, I knew I wouldn't lose more than those five minutes.

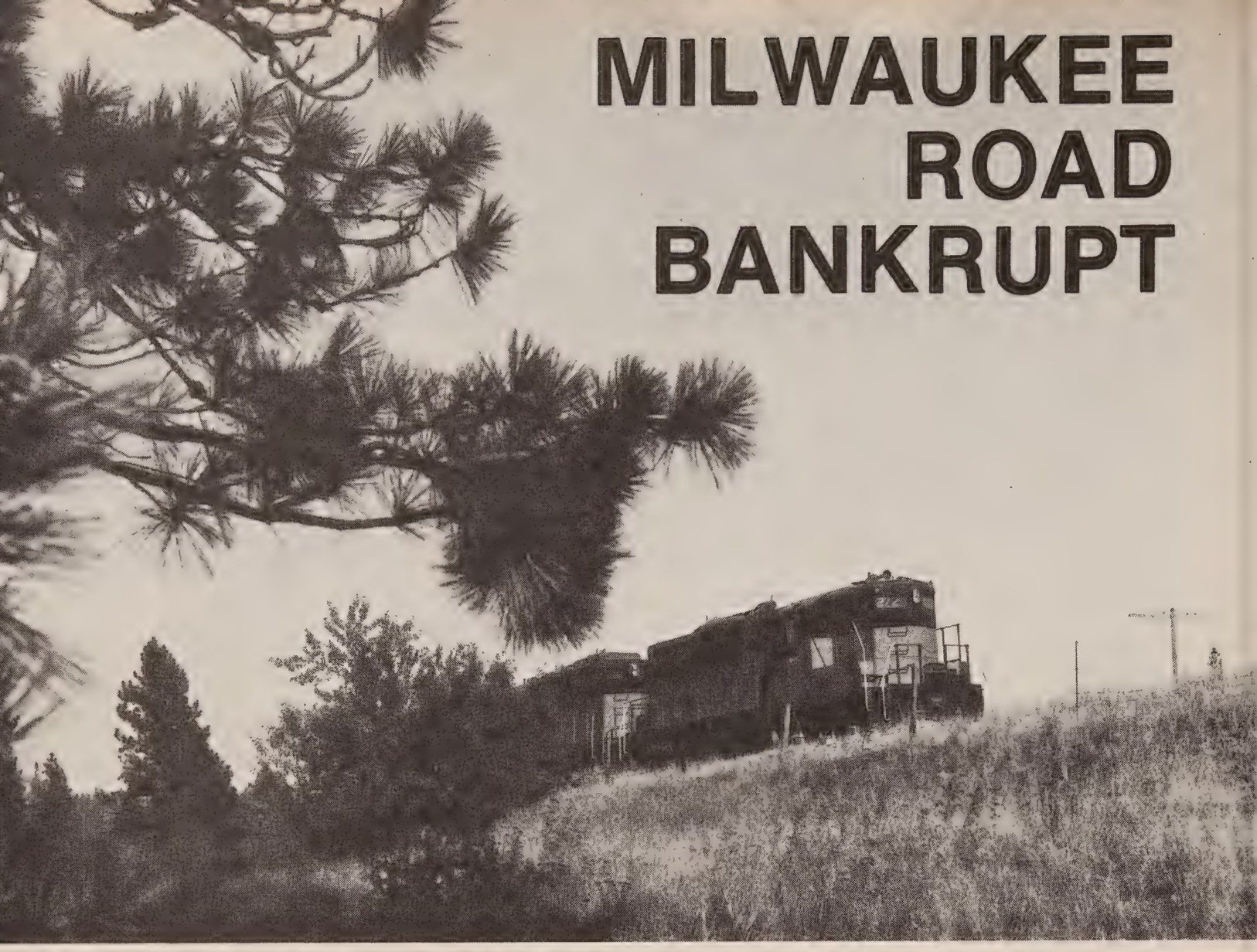
In the distance, I distinguished the suburbs of Montargis. After going through grade crossing No. 41, all was well. I began to slow down, passed the first station signals, and now was rolling slowly up to the station platform. Even though I had made up that minute, I could see that a crowd of prospective passengers was waiting impatiently. As I drew closer. I discerned the brass collars of Montargis, who obviously had learned of the delay: the stationmaster and his assistant, the engine terminal superintendent and his assistant, and my master mechanic. Evidently they all had to decide whether or not to let the bad unit go on.

The author enjoyed running and oiling around last of 141-R Mikados.
French National Railroads

Then, in that motley mob on the platform, what did I see right where I was due to stop? You'd never guess. My bicycle with two water cans on the carrier! The terminal watchman knew that I was the engineer in trouble, so he decided to use my bike to bring out the water cans.

The water went into the unit's radiator, the train pulled out, and my run was over. I had to go back to the terminal and make out my report. Meanwhile, the watchman had returned to the terminal, leaving my bicycle on the platform. The stationmaster saw it. He asked what that piece of baggage was doing on the platform without a tag on it. My master mechanic answered: "That must be Vitry's bicycle. It's the only one in the terminal."—Serge Vitry, 814 Rue de la Vallee, Amilly, 45200, Montargis, France.

MILWAUKEE ROAD BANKRUPT



Two sturdy Milwaukee GP-9 diesel electric locomotives, forming a solid unit of 3,500 hp, come into camera range as they work upgrade through the Bitter Roots hauling westbound tonnage. These all-purpose units have been especially effective in helper service working the road's mountain area.
Photograph by Donald Sims

THE MILWAUKEE ROAD, with about 10,000 miles of trackage, has gone into voluntary bankruptcy. Last December it asked the Federal district court in Chicago for protection under Section 77 of the Bankruptcy Act, making it the first major railroad to seek bankruptcy since the Rock Island collapsed in March 1975.

According to William J. Quinn, chairman of the Milwaukee, normal operations of freight and passenger sevices will continue despite a significant shortfall of cash. He said revenues had been pinched recently by reduced grain and lumber shipments and by early winter storms in the Central Plains and the Pacific Northwest.

Wall Street took the news calmly as trading was suspended in Milwaukee stock less than an hour before the close. The company has not earned a profit since 1974. Last year it lost $11.3 million following a deficit of $21.9 million in 1975. This year's losses are larger than a year ago.

"It was inevitable," said Anthony Low-Beer, railroad analyst. "The Milwaukee has been living by the skin of its teeth for years."

The Milwaukee tossed in the sponge at a time of considerable activity and jostling for position among roads serving the Midwest. Just a few days before, the Southern Pacific Co. and Seaboard Coastline Industries announced that they would try to create the first transcontinental railroad by merging. Burlington Northern and the Frisco asked the ICC for permission to connect into one single line moving from the Pacific Coast to the Gulf Coast.

Analysts think financially troubled railroads like the Milwaukee have difficulty in competing against the larger merged roads. The Illinois Central Gulf and the Chicago & North Western are thought to have problems similar to the Milwaukee's.

The main problem in the Midwest is too many miles of track

Milwaukee freight from Chicago passing through Milwaukee depot in '71.
Photograph by Ralph Weege

tax, interest, and other debts.

In separate testimony, John Sullivan, head of the Federal Railroad Administration, pointed out that the Milwaukee's problem is lack of enough business to use its track capacity effectively. This problem can't be met by the reorganization proceeding. The rail-agency administrator said that giving financial aid under the 1976 law would offer only "temporary relief" to the line while delaying "coming to grips" with the difficulties of marginal railroads in the Midwest. ●

and too much track that is in poor operating condition. The Milwaukee, for example, runs parallel to the Burlington Northern for over 1,000 miles, which means that traffic along the route is split between the two lines. Because of the revenue shortfall, the Milwaukee had to defer maintenance on its track and allowed equipment to deteriorate. Shippers abandoned the carrier for competing roads, and pressure from local groups has made it hard to abandon the track.

ICC Chairman Daniel O'Neal, testifying before the House transportation and commerce subcommittee, warned that the Milwaukee Road would have trouble keeping its trains running through 1978 without further government or other outside aid. He said the ICC projects a $23.3 million loss for the road in the first nine months of this year. The CMStP&P will need at least $10 million in outside cash to keep operating through those nine months, Mr. O'Neal said.

He added that $5.1 million in Federal operating aid is currently available under 1970 legislation, but that further financing under a 1976 rail-aid act is supposed to be used to rehabilitate specific track segments, not to support a road's day-to-day operations. The Milwaukee won't be able to generate enough cash from its own operations to keep running, Mr O'Neal said, despite an ability under bankruptcy law to defer property

View in a northerly direction, showing the Milwaukee Road's Seattle, Wash., Stacy Street Intermodel Yard and adjoining trackage. Part of trackage seen at far left is not owned by the Milwaukee. On each side of the strip is an 1,800-ft. track for loading and unloading trailers and containers at modern facility.
Milwaukee Road

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

NEXT MONTH will mark the second birthday of Conrail, which started operations officially on 4/1/76. Figures for the third quarter of 1977 offer some interesting comparisons. Revenue in the third quarter of 1976 was $809,227 to $882,780 while losses went from $31,983 to $54,711.

However, Conrail points to its rehabilitation programs such as repair and renewal of its locomotive fleet, 42% of which will have overhauls and repairs completed by the time you read this. Of the 175 new locomotives ordered for last year, 170 were on Conrail ready tracks at year's end.

Car and caboose repairs are on order, but the schedule did not allow for the furious rate of deterioration (and it probably underestimated the number of "junkers" on the property to begin with), with the result that Conrail has about 16,000 freight cars less than it planned to have before the New Year bells rang out.

The establishing of Conrail called for no new cars in the first five years of operation. Now, after only two years, a large number are needed. Special types of cars are a problem; there aren't enough of them and CR has lost vital moves through lack of equipment. But 1550 new and specialized cars are on order and will be rolling when you read this.

Crossties, together with track improvements—Conrail's worst enemy—also are on schedule, with 3½ million new ties and 757 miles of new track laid. Derailments and slow track problems are dropping. From a peak of 8000 miles of slow orders in June, 1976, the track crews cut that to less than 6500 miles by last December first.

Conrail must pay back its huge Government loan, for whatever this operation looks like, it is technically a private concern operating for profit and liable to Uncle Sam until the loan is repaid. The 1977 financial picture took a beating, due to various factors. For example, not having enough or the right type of equipment to handle available traffic, the severe winter of 1977, the Johnstown flood, and the crunch on the steel industry in Pennsylvania and Ohio. These are the most obvious reasons for lower-than-expected revenues. The closing of two steel mills in western Pennsylvania and eastern Ohio cost Conrail about $10 million per year!

Is Conrail worth it? The big road operates 17,000 route-miles in 16 states, D.C., and Canada. It employs 94,000 men and women, serves 55% of American manufacturing plants and 60% of U.S. factory workers, and runs 1386 freight trains on a daily average, not to mention major commuter lines. CR's Public Relations Department calls success "critical."

Three years are left on the Five-Year Plan. Certainly CR is living up to promises, upgrading physical plant, doing whatever is possible to move trains. Clawing out of the miserable hole that Penn Central left may take more than five years, but the chaos that would result if there were no Conrail must be avoided at all costs.

Fan interest in Conrail, while of little importance to the people who run

Eastbound Toledo, Peoria & Western 401 with ex-Frisco PN GPs 2nd and 3rd units, El Paso, Ill., in '77.

Terry Norton, 412 Proctor St., Grayslake, Ill.

Ray Kenley, 18539 W. 60th Ave., Golden, Colo. 80401

the road, is very high. It reached a fever pitch in 1976-'77, with all the many different locomotives, route changes, traffic adjustments, etc. The new blue-and-white paint scheme, while not inspired, is worlds better than PC's straight black. Density of traffic and variety of motive power will keep the road at a high interest level for the forseeable future.

What has to happen is motivation of Conrail's people. They have to get off the defensive and project a positive image. The public looks at Conrail as another anachronistic tax drain. This delusion will never be reversed as long as the nation has so many surly and indifferent guys who are interested only in keeping things at status quo until they retire. Figures do not interest the average man, but actions do. A Conrail freight blocks a crossing, or derails, or delays delivery of something his plant needs to keep the night shift operating—and from then on, any railroad is "no good." People have heard that the railroads are dead for so long that they actually believe it.

So, happy birthday, Conrail! If and when you get back on your feet, let's provide a little Public Relations budget so that you can promote the fact. Show the everday observer that Conrail is a viable company. At least, let crews wave to the kids like they did when the railroads were socially acceptable.

Conrail Power Notes

CONRAIL has been running some interesting power in the East. Jerry Rosenbeld of Dumont, N.J., reports seeing F units on Dec. 10 at Allendale, N.J. CR black F-7A No. 1821 and F-7B No. 3870 were part of the power on eastbound NY74. Also noted was C-30-7 No. 6607, the last one of a 10-unit order. Note that these units do not use the horizontal set of headlights, but the receptacle casting has a lid bolted on.

This is true also of CR's B-23-7's and Burlington Northern's new C-30-7's. Jerry observed that the 6607 idled with a very smooth purr; definitely out of character with older GE's, which idle with a chugging beat.

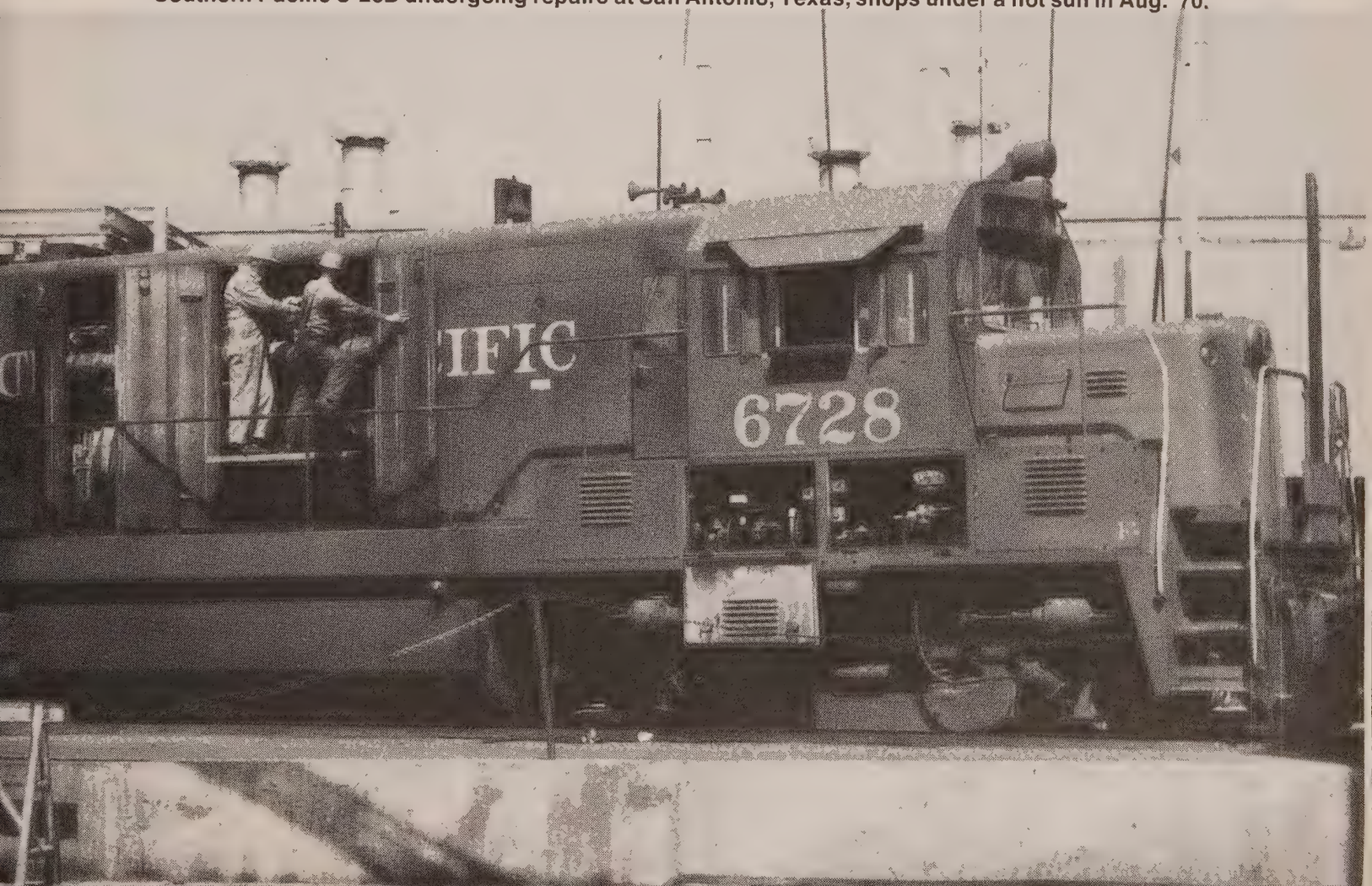
Conrail shut down completely in Cleveland over Christmas. Nothing moved except the Amtrak schedules. Last crews called were at 3:55 p.m. 12/24. Trains were put away in sidings and yards wherever there was room. This caused problems for the hard-worked Conrail police in that city, as the trains were sitting ducks for the thieves that work the area. Two fellows were seen at Collinwood on 12/24 peddling sport shirts and radios. Merry Christmas—unless you were a Conrail cop.

Al Shade is as busy as ever trying to keep up with Conrail—a real circus. On Nov. 20, he was down in Orrville, Ohio, where he saw 16 trains with 40 units pass. UD-231, a unit coal drag with GP-35 3620, GP-40 3094, U-33C 6575, and C-628 6726 was really slugging past Orrville Tower, with 6726 throwing out smoke like a Decapod with a bad fire. Train was down to 8 mph just 4 miles west at Smithville and had to get pushers at Big Run.

Al was at Collinwood on Dec. 4, when activity was at an abnormal low. Five scheduled inbounds had not shown out of the west, and Al noticed that the wrecker was gone. Could there be trouble to the west? The clincher was a 2:30 p.m. arrival of a charter bus from Toledo with 37 crewmen aboard! Al found out that a unit coal train had derailed at Vermillion, Ohio, the day before, dumping 20 cars and the mid-train power, Detroit Edison 022 being one of the units. Al saw the wrecker returning with the wreckage at a crossing past his home.

Back at Orrville on 12/18, he observed 21 trains and 60 units. Troubles that day included GRB-18, an

Southern Pacific U-25B undergoing repairs at San Antonio, Texas, shops under a hot sun in Aug. '70.



Lenawee County Railroad Alco S-2 No. 1 given official dedication ceremony with champagne at Adrian, Mich., Oct. 29, 1977. Photograph by Douglas N. Leffler

11,000-ton grain train for Baltimore which broke a knuckle on Wooster Hill, and a B&O local with two GP-9's derailed at Wooster. The crew was relieved over the weekend.

"Choo-Choo Charlie," a fan at Bethlehem, Pa., noted that new CR C-30-7 No. 6602 has white stars under the digits "66" on her cab and "Test Unit" under the "02." Same headlight treatment as reported on 6607. Charlie also says there are three ex-Reading FP-7's (Jan. issue) on Conrail. They were 900, 902, and 903 but are now CR 4371, 4372, and 4373. Also, the Ironton RR was not a joint PRR-RDG operation but a Lehigh Valley-Reading venture, which of course got absorbed into Conrail.

Conrail engineman Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036, was on the train just back of the one which destroyed the Wooster, Ohio Depot (reported in our November '77 issue). His train was PR-7, Conway to Proviso, with CR 7803, RDG 3623, EL 3644 and CR 6675, plus two new CTA subway cars on flats on the head end. PR-7 got by the wreck by pulling past Orrville interlocking, backing up the old New York Central branch to Akron, from Akron to Galion over the old EL main, and then backing from Galion to Crestline, where they resumed normal operation into Chicago. The unusual sight at Akron was noted by at least six railfans, all taking photos.

Another unusual run Henry made was Essington, Pa., to San Francisco, coast-to-coast on a freight train, over Conrail, Cotton Belt, and SP in company with the first shipment of Boeing-Vertol LRV's for the San Francisco Muni.

Michael Krejan, 5226 335th St., Willoughby, Ohio 44094, is a Conrail fan in the Cleveland area who sent in a list of CR terminals and the units assigned thereto. Enola (Pa.) leads the list with 660 units assigned, Collinwood (O.) 429, Conway (Pa.) 412, Selkirk (N.Y.) 407, Harrisburg (Pa.) 311, Columbus (O.) 297 and on down to Hornell (N.Y.) and Louisville (Ky.) with one unit each. Greatest total concentration is in the Enola-Harrisburg area, with a total of 971 units, diesel and electric, in a 10-mile radius!

BOSTON & MAINE has recently taken delivery at Mechanicville, N.Y., of the highest-hp locos it ever had: 18 new GP40-2 300-hp units from LaGrange, Ill. All of them hauled freight en route from the GM plant. The new engines have been painted blue with the road's name lettered in white on the sides. They weigh about 256,000 pounds, are 59 feet 2 inches long, 10 feet 3 inches wide, carry 3600 gallons diesel fuel, 275 gallons of cooling water, and 243 gallons of lubricating oil. Each loco has 4 driving (traction) motors and 4 pairs of 40-inch driving wheels. Each engine is equipped to operate two or more locomotives from one cab. Power is generated by 16 cylinders with 9-1/16 bore and 10-inch stroke.

These are the first new locomotives for B&M since the railroad received twelve GP-38's in December 1973. The GP-40's were acquired through a lease arrangement and each cost $464,785. They will be used in freight service, usually assigned between Portland and Mechanicville.

BRIAN H. MANNING, 161 Fairview Ave., Coventry, R.I. 02816, says Boston & Maine received 18 new GP-40-2's in December and may cut their remaining Alcos and F units down into slugs to use with these units. Other alternatives are scrapping and selling at junk prices to interested groups.

"River Street Rambler'

A CENTRAL OF GEORGIA RR. switcher, characterized as "The River Street Rambler," has become a tourist attraction at the newly restored John P. Rousakis Riverfront Plaza in Savannah. The $7,000,000 restoration project was dedicated recently by Federal and local dignitaries. The riverfront project, which took 10 years of planning, is expected to give an economic and recreational boost to Savannah.

Officially known as locomotive 1733 (the year Savannah began), the diesel unit is used in daily switching operations. No one can miss the red, blue, green and yellow engine, with Dixieland jazz music coming from a cassette player. The freight train makes a daily run from the railroad yards to the American Cyanimid plant and returns. It is also used for switching at local industries.

"I've never seen anything like this," said engineer John Foran. "People hear the music and actually dance in the street."

News from Elsewhere

CARL TIMKO of Conneautville, Pa., says Bessemer & Lake Erie in his area has been moving locos in and out of GE in Erie, with new units going to Burlington Northern (5531, 32, 33, and 34, all C-307's), and a trade-in coming off the Frisco, U-25B No. 804, one of the first U-25B's built, with the old high short hood.

AMTRAK is going to spend $1 million each to overhaul the Metroliners, which have never operated up to billing and have been having troubles galore in the snow. You might think that after the snow problem with GG-1's in the late fifties, somebody would have learned; but they set

the air intakes *below* the Metros, which get clogged with snow and cause overheating. So now, intakes and brake resistor grids will be mounted topside in a saddle mounting, making the cars resemble Budd RDC's. Heat from the resistor grids slung under the cars was causing melted insulation and troubles with other components.

DONALD S. ROBINSON, 154 Ipswich St., North Billerica, Mass. 01862, says the leased Delaware & Hudson PA's are presently used only on the Framingham run, not because of their weight but because they lack cab signals. They cannot be used on the ex-New Haven main in the lead, although they have operated as trailing units. Plans are to install cab signals so they can go out to Providence, but steam boiler and other problems have been holding up this decision.

LENAWEE COUNTY RR., which opened last October, has ordered ten 50-foot "XM" boxcars from Box Railways of Englewood Cliffs, N.J. These were reportedly to be built in Alabama, probably by Pullman Bessemer. The LC plans to entend its operation early this year to the old Penn Central's Morenci branch, serving Weston and Morenci, Mich.

HELP SAVE the last operating EMD E-6! Rock Island's 630, still running in Chicago commuter service, may be traded in. Rock says she's worth $52,000, based on trade-in value, and the 630 Foundation, a subsidiary of Kansas City Railroad Museum, wants to buy and operate her. If you're willing to help, send what you can to 630 Foundation, P.O. Box 124, Shawnee Mission, Kansas, 66201.

SOUTHERN RAILWAY has budgeted $11 million for new locos and cars for this year. Locos will be 48 new SD-40-2's and three of the new GP-40X's, EMD's 3500-hp B-B model. No surprises here—all units from EMD—but it will be interesting to see if the Southern traditional highhood will continue. New cars include 1200 box, 557 coal hoppers, 250 "quick-dump" (unit train service) coal hoppers, 200 insulated boxcars, 50 Arislide covered hoppers, and 150 bulkhead flats. In addition, Portec, Inc., of Novi, Mich., is converting 50 VertePak Automobile Carriers (specially-designed cars for Vegas only) to enclosed, tri-level, auto racks.

BRIAN JOHNSTON, Rte. 3, Box 27-A, Hartselle, Ala. 35640, reports that the Birmingham-Nashville line of Louisville & Nashville has seen a great variety of power lately, including the new Family Lines scheme on new SD-40-2's, ex-Durham & Southern GP-38-2 Bicen now renumbered 556, with Seaboard Coast Line lettering, and the original Bicentennial, SCL U-36B No. 1776. Several dead SCL locos have been seen heading north, including Geeps 937 and 1047, possibly trade-ins or rebuilders.

A great many non-Family Lines units have been spotted in the area of Sheffield, Ala., including Frisco U-30B's Nos. 837 and 854, Conrail U-25B No. 2639, and DM&IR SD-9's operating in bunches of five. Also seen were leased DM&IR cabooses C-203, 215, and 216. These cars must have had their air-hose hookups modified, as on the DM&IR the "gladhands" are mounted up high to stay clear of the ore cars with short wheelbases. One of these cabooses showed up in my home city of Cincinnati on the B&O (evidently from the L&N pool at DeCoursey). They strung together a mess of auxiliary air-hoses to connect the train.

In the L&N's yard at Decatur, Ala., on Dec. 12 was a chop-nosed Alco RS-1 numbered 2394 and lettered for the Tuscola & Saginaw Bay, a 44-mile Michigan shortline resurrected from an abandoned Conrail branch. No. 2394 is ex-Atlanta & St. Andrews Bay 912, now painted black and yellow, with "TSB" logo on her sides and "Corkpine Express" on her cab. The TSB also has a leased Union Pacific NW-2, No. 1036.

Deep South news comes from R. Bruce Frazier, 1015 Periwinkle Way, Sanibel, Fla., 33957, who found a rare EMD NW-5 working at Gardner Chemical in East Tampa. She is No. 61, was Mississippi Export 61, originally built as Fort Street Union Depot (Union Belt of Detroit) No. 2 in Jan. '47. Bruce also has an SW-1 at the plant.

The phosphate mines in Florida offer good train-watching. Covered hoppers are used, with many of the older, smaller "phosphate cars" still in operation, but the bigger 100-ton sizes making inroads. Seaboard Coast Line works the mines in the Pierce-Bradenton-Port Boca Grande area with rare GP-7's, U-18B's, U-36B's, and Mates. Most private concerns in the area have their own industrial-sized units or larger. Agrico Corp. has two rebuilt Paducah GP-10's and at least one GE 70-tonner. No problems exist for the railfan, as all the action from mine to port loading is in the open. You can view it from start to finish in the daylight hours, with or without a camera.

Of interest to Dixie fans are two findings in Cincinnati on Dec. 29: (1) a South Carolina Public Railways SW-1001 (2002) was seen in the Southern Ry. yard at Ludlow, Ky., heading south, and (2) one of the 4-clinchfield F-7's northbound in a four-unit SD-40-2 deal was spotted in the L&N's DeCoursey Yard. She was No. 816—probably cut up at Pielet Bros. by now.

THE F UNIT rundown includes ATSF at Cleburne, Texas. This is the gathering place for Santa Fe's covered wagons, which are converted to CF-7's when their time comes.

DM&IR SD18 No. 179 on Clinchfield at Spartanburg, S.C., Nov. 1977.
Milton Ashley, Rte. 1, Box 457, Inman, S.C. 29349

Charles Hunter, 1701 Bluebonnet St., Denison, Texas 75020, counted 30 A and B units in three different paint schemes, the B units being in passenger scheme. Most of them were running, but 10 were on a dead line awaiting conversion.

Frisco has 25 new units, GP-15's numbered 100-124. In Denison, the Katy has several C&NW units operating north on through freights and south on grain trains. Santa Fe units have stopped coming in on MoPac freights, but Union Pacific units have taken their place.

IT'S TOO BAD about the Milwaukee Road being forced into a "voluntary" receivership. A unique operation by that road was seen by J.T. Hehman, 611 E. 7th St., Terre Haute, Ind. 47807. A three-unit set of F-7's (A-B-A) is used to pull mines in the Jasonville, Ind., area and doubles at night on northbound freight XL-2. The B unit is actually a slug, no prime mover, just weighted traction motors, but externally is a B unit unchanged. Unit numbers are 83-A, SE-3, 83-C.

The Milwaukee is not generally thought of as an Indiana carrier, but its CTH&SE Division (which hauls ore cars on the north end) extends between Chicago and Louisville these days. I have found the power is largely "Paducah" GP-20's, but one of Mr. Hehman's photos of Jasonville's Latta Yards shows a GP-9 up against the F's. Other F-Slug sets on the Milwaukee run out of Tacoma, Wash.

A REPORT circulating in Cincinnati has one of the ex-SCL Alco C-630's operating on the L&N in the new Gray Family Lines paint. Anyone see her?

CHRIS W. SKOW, P.O. Box 312, Portola, Calif 96122, a Western Pacific conductor, has good news about WP's remaining F's. Stockton area fans were worried last summer when the last four F's on WP ran into bad luck. First, 921 was broadsided by a loaded dump truck just west of Stockton. Then 913 and 917 had a serious electrical fire on Altamont Pass in July. That left only the 918 running between Stockton and San Jose, and the F's looked dead on the Western Pacific.

In a shocking move, 913 and 921 were sent to Morrison-Knudsen in Boise, Idaho, for repair, while 917 went into WP's shop at Stockton. No. 918 was given minor repairs and was outshopped in a new coat of green paint with orange trim. Nos. 913 and 921 were expected back from M-K early this year in silver primer. No. 921 will then come out in green, joining 918 and 917, which have been green for some time.

Now comes the *piece de resistance.* WP will repaint the 913 in the old original silver and orange, with the large WP logo on the nose, featuring the big feather. This was suggested by employes to preserve a little bit of WP tradition and history. She is likely to be the most photographed unit in California for some time.

ACCORDING TO G.E. Shilling, 1124 W. Magnolia St., Fort Collins, Colo. 80521, those "strange-looking triangular shield affairs" I referred to in January on the Union Pacific's DDA-40X's are sandboxes, one per side at the rear of each loco. Gene adds that Centennial 6903 was wrecked on the west side of Cajon Pass and was scrapped, leaving 46 of them in operation.

M. VITAKIS, AFA, Pine Beach, N.J. 08741, was surprised to see three freights in an hour's time on the New York, Susquehanna & Western on 12/1. Power was RS-1, RS-3, and GP-7. The crew gave him some extra train orders and he wants to hear from anyone interested in trading same.

NORBERT SHACKLETTE, Rte. 2, Box 42, Villa Ridge, Mo. 63089, says the final date for leased Canadian National and C&NW power on ATSF was 11/17/77. The Katy has leased some SD-9's from DM&IR. An event unreported thus far was the return of a Cotton Belt passenger consist to St. Louis Union Station, an event that hasn't happened previously since 1958 or 1959. The occasion was a Director's Special, headed by SP units 3208 and 4451, consisting of one baggage car, two sleepers, and six business cars. Destination was Houston, Texas. This train operated 9/30/77.

OCTARARO RAILROAD took over the old PC Octararo branch in eastern Pennsylvania and Maryland. The branch ceased operation in 9/71 after a washout, but is back in operation between Chadds Ford and Avondale, using two ex-B&O Alco S-4 switchers, 9034 and 9063, both 1000 hp. Work is also being done between Avondale and Oxford, using a work-train powered by a New Hope & Ivyland GE 44-tonner.

The railroad itself predates 1880. It was built as the Philadelphia, Baltimore & Washington, known in the early 1900s as the Baltimore Central, then Pennsylvania RR. Presently, the biggest industry on the line is the mushroom farms at Kennett Square, Pa. The Octoraro has been moving their supplies which it picks up at Chadds Ford off Conrail (a former Reading branch). On Nov. 20, four specially-built cars were being unloaded off the Avondale siding. These are hoppers 89 feet long and 12 feet high, loaded with corncobs from Indiana. Anybody see these cars in transit? Thanks to George Ormsby, Lima, Pa. 19060, for this unusual information.

UNISIL CORP., which mines silica sand at Gore, W. Va., has purchased the old Winchester & Western R.R. from its four owners, all local residents. Unisil is the line's only customer. The W&W was built during World War I to haul lumber out of Wardensville, W. Va., and now extends 22 miles from Winchester, Va., to Gore. It once had passenger trains and ancient 2-8-0's, but at last report was using a GE 70-tonner. Raymond E. Reter, 506 E. 41st St., Baltimore, Md. 21218, told us about it.

HELP WANTED DEPT. Robert E. Wagner, 333 E. 34th St., New York, N.Y. 10016, needs photos of a Gulf, Mobile & Ohio heavyweight, air-conditioned cafe-lounge car which Alco purchased in 1950 and converted to a diesel instruction car. I suggest that Bob contact Ramada Inn, Schenectady, N.Y. 12308, which has an extensive Alco Products display and history in connection with the NRHS Chapter there. They may help.

Air Power Corp., P.O. Box 5334, Birmingham, Ala. 35207, wants info on the whereabouts of GE 70-ton locos built for export in the 1930s to mid-40s. These had 8-cylindered Cooper-Bessemer plants rated at 600 and 900 hp. Air Power has two crankshafts and two power assemblies for them. Jerry W. McKay might do well to contact Tom Lawson at Birmingham Rail & Loco.

S.G. Paikin & Co., Ltd., 186 Ferguson Ave. North, P.O. Box 266, Hamilton, Ont., Canada L8N 3C8, wants to know who uses 42"-gauge diesel

power in the Western Hemisphere, which takes in a lot of territory. If you have any leads, reply to L.S. Paikin, president.

I mentioned the Precusion National operations at the ICG Shops in Paducah, Ky., in the November issue. Roger A. Williams, sales manager of Precision, informs me that the bulk of the work is done in Mt. Vernon, Illinois, at PNC's home shops. Roger sent a fine illustrated brochure. I'm sure he'd send you a copy if you write to him at Box 789, Mt. Vernon, Ill. 62864.

Union Pacific has sold 68 units to Precision, and they are now trickling in. W.W. Mack, an ICG engineer, has been seeing UP's SD-24's and SD .24B's heading south from his home in Champaign, Ill. Union Pacific owns the only 45 SD-24B's ever built. If they dispose of them all, a unique model will become extinct. These are cabless boosters numbered 400B-444B. Mr. Mack has also seen N&W Gp-9's going to Precision.

John B. Allen, 728 S. Locust St., Centralia, Ill. 62801, claims ignorance in spotting diesels, but he sent along a list of numbers he saw in Precision's yard in Mt. Vernon. That list included Erie Lackawanna RS-3's, PC RS-3's, Milwaukee FP-7 No. 95C, F-7 No. 119C, and some UP switchers. Rebuilding diesels for resale or lease is a major part of business today.

A New Book Reviewed

THE AMERICAN DIESEL LOCOMOTIVE, by Arthur J. Roberts, published by A.S. Barnes & Co., Inc., and available from Railroad Magazine Book Service, is a 255-page hardbound book on locos seen today on American and Canadian railroads. The author has drawn his information from various sources, primarily the Association of American Railroads, and illustrated his book with publicity photos from railroad files and some of his own work.

A simplified history of railroading and dieselization, with the author's viewpoint on certain types, forms an introduction.

Some of his facts are not quite right. For example, the first diesel loco operated in the U.S. was not a 1925 Jersey Central switcher but was Jay Street Connecting RR. No. 4, built by GE in 1918. This fact was taken from *Railroads Of America,* an AAR publication. What it should have said was the first *successful* diesel. Other experimentals and failures pre-dated CNJ.

Over 4 million tomatoes in this huge can—enough for almost 3 million pizzas or 1½ million servings of spaghetti. That's what one Asepticar hauls from field to factory. Developed by North American Car Corp., this new railcar is now in test service with food processors around the country. It would replace the shipping of food products in 55-gallon drums.

The book, after the introduction, is simply a diesel spotters' guide in full-sized form, with a photo, line drawing, and spec sheet provided for 116 models, grouped rather loosely by manufacturer and type of service. Photos are captioned skimpily, and cliches abound. Captioning pure roster photos of locos is tough, I'll admit.

What is needed is *action* photography, precious little of which is found in this book. The photo reproductions are very bad, bordering on horrible. Some plates are tilted at crazy angles. The photo selection, too, is bad. For instance, there *had* to be a better photo available of an E7A than that filthy PC loco shown coupled between two other units on page 140. The book is a photo album of diesel models. Had the pix been at least passable, it would be a good first effort.

The paper used is a dull finished coated stock, not glossy as it should be to bring out details. Perhaps this is why the photos are fuzzy and dark. They remind me of those photos in the cheap reprints of the Lucius Beebe excellent books. Roberts' book contains an inexplicable map section (10 system maps supplied by railroads) and a glossary of terms which does contain some more modern definitions than those you've seen in the old AAR publications.

The book sells for $17.50, but you'd do much better with a *Second Diesel Spotter's Guide* for $7. I can only encourage Mr. Roberts to try again, with a different format and original photos, reproduced so that the reader can see the details.

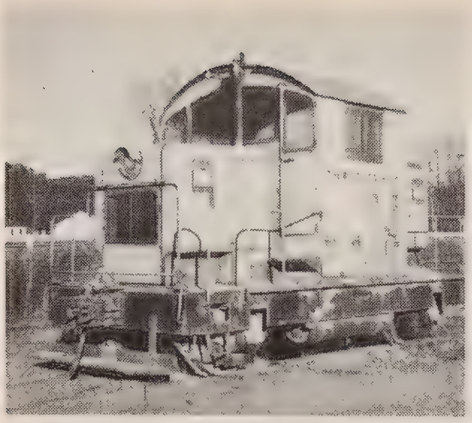
Trackside in Canada

CANADA'S BIGGEST event of 1977 was the visit of Queen Elizabeth and Prince Phillip, and the trip between Ottawa and Wakefield with CP 4-6-2 1201. The consist included combine 3051 and two vice-regal cars. Security was tight, of course, but crowds of people greeted the royal party from every vantage point. The Duke said that the 1201 was "something of an antique," but apparently didn't realize that the steam engine is younger than he, being built at Angus Shops in 1944.

Canadian Pacific again upstaged U.S. rails by serving as the scenery for an upcoming Superman movie. FP-7A No. 4037 was painted up as the *Kansas Star* for the filming.

CP Rail Alco (Montreal) switchers lost two members: S-3 No. 6575 and S-11 No. 6616. Both failed last November. RDC-1 No. 9053 was involved in a crossing accident on No. 1 and is unserviceable. New EMD SD-40's Nos. 5839-5842 are in operation. Angus Shops has cut up FB-1 No. 4405, FB-2 No. 4466, RS-3's Nos. 8448 and 8451, RS-10 No. 8466, and S-3's Nos. 6506, 6515, and 6551. RS-10's numbered 8470 and 8589 are unserviceable, while S-3's No. 6513 and 6548 were put back to work at Winnipeg. 190 cars will move from Thunder Bay to the Boston MBTA; watch for them on Conrail.

CP Rail and Union Pacific were to start their run-through operation on Jan. 9, but it looks as though CP units will lead on trains in Canada, as UP's don't have ditch lights. CP turned down Precision National units 4201 and 434, reason unknown to us.



Buffalo Slag Co. No. 36, lightest EMD Model 40, built in 1942, shown at Amsterdam, N.Y., in Nov. '64.

R.H. Carlson, Box 9, Combres, Texas

The Canadian Government plans to acquire $90 million worth of passenger LRC equipment from Montreal Loco Works. GO Transit's first double-decker was displayed in Toronto in early December.

Canadian National has stripped all usable parts from Butte, Anaconda & Pacific electrics 201-202. Sidbec Steel will scrap the shells. CN will order booster units (slugs) 315-333 for use with GP-38's in hump service. Nineteen GP-38-2's are getting modifications (electrical controls) to mate with the slugs. These sets will go into service on the humps at Toronto, Winnipeg and Edmonton. Humps at Montreal and Moncton are getting upgraded equipment with larger fuel tanks, ballast, radio controls.

EMD 44-Tonners

DON'T LAUGH the next time a railfan tells you about the "EMD 44-tonner" that he saw. Not all 44-tonners were built by General Electric. He may be referring to that strangest and smallest of all EMC/EMD locomotives, Model 40. For between August, 1940, and April, 1943, eleven vest-pocket, 4-wheeled switchers were built by the then-new firm, most of them for U.S. Government Defense use. One unit weighed 40 tons (Model 40 was meant to designate 40 tons). The rest weighed in at 44 tons, competition for the famous GE line of little fellows.

EMC (EMD wasn't formed until Jan. 1, 1941) built demonstrator 1134 in 8/2/40, showed her off in the immediate area and worked her as plant switcher No. 10 at La Grange, Ill., when she was sold to McKinnon Industries division of GM-Canada in 1951. In 1969, she was purchased by the Devco Ry. (old Sydney & Louisburg) and remains there as No. 20.

The little engines are 50% cab, with a total length over couplers of 24 feet, 1½ inches, and a full-sized EMD switcher cab set squarely between two minimal hoods. EMD's sole centercab design rolls on only 4 wheels, with a 13-foot wheelbase, and employs two 150-hp 6-71 "Jimmie" truck engines driving one D-9 main generator. Total hp is 300.

Hoods are notched at the lower front corners for brake cylinders: these cylinders found on one end only. A small radiator grill is centered in the front of each hood, topped by a single-beam headlight—standard EMD switcher practice in that period. Straight stacks rise to the cab roof from each hood from the extreme rear of the hoods. A twin-door set of louvres is placed on the cab sides as a means of cooling the air compressor, located just inside the louvres on one side.

Model 40 was built in two phases, the different between Phase I and II being the thickness of the frames. This is noticeable in side views of both.

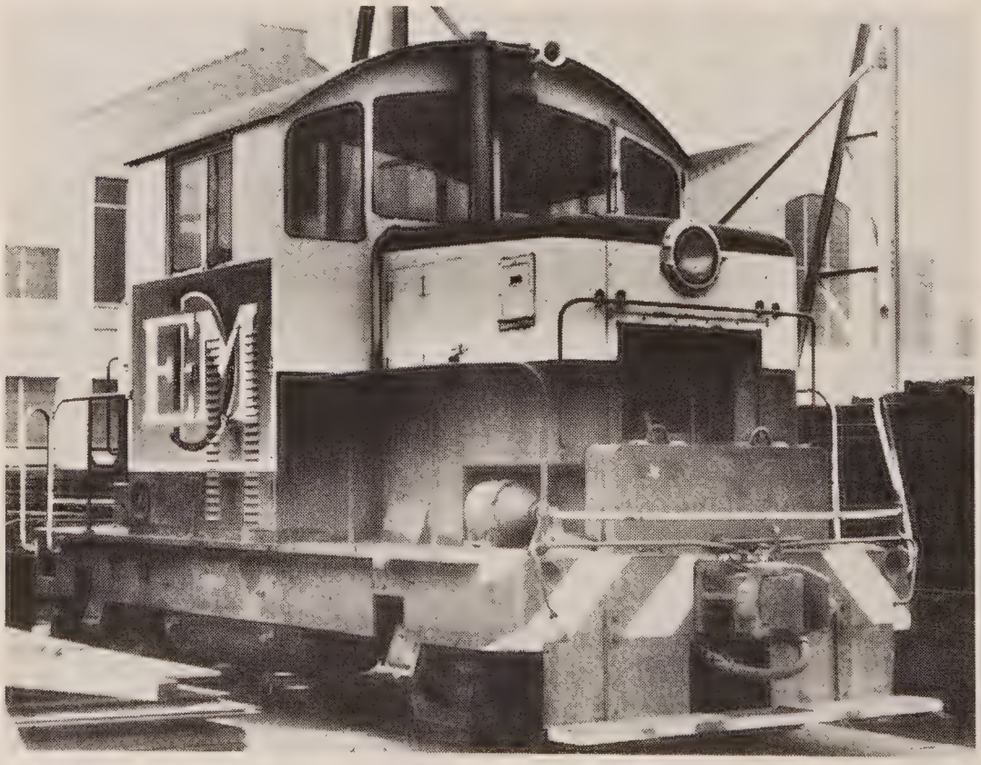
Demonstrator 1134 was Phase I. So was builder's number 1308, built for Defense Plant Corp., Des Moines Ordnance Plant, as well as builder's number 1309, built for the same outfit. No. 1308 was bought by Old Ben Coal Co., Valier, Ill., in the early fifties, then sold to Precision Engineering about 1968, where she was cut up. No. 1309 went to Penn-Dixie Cement at Winterset, Iowa, in 1967 and is still there.

The first Phase II Model 40 was Defense Plant, U.S. Army 1, Philadelphia, built in April, 1942. She then became U.S. Transportation Corps 7403 at Philly, then Buffalo Slag at Buffalo in 1946, finally Cushing Stone Corp., No. 36 at Amsterdam, N.Y., then 264 in 1964, where she is today. She is the lightest Model 40 at 40 tons even.

The remaining seven Phase II Model 40's are currently owned by Calumet Steel Div. Borg-Warner No. 1, Chicago Heights, Ill.; Interlake Steel Corp., No. 1, Newport, Ky.; Coastal Sand & Gravel, Lacombe, La., no number; West Penn Power, Springdale, Pa. station, no number; American Machine & Foundry "Big Bill," York, Pa.; Douglas Aircraft Corp, Torrance, Calif., still numbered U.S.N. 56-00323; and EMD of GM plant 2, South Chicago, Ill., no number.

The EMD unit at South Chicago is reported stored out of service. All others are serviceable, as far as is known. After Defense Dept. needs were met, no other market was found for the little engines, although their longevity has been proven by years of service. One reason is the tough old 6-71 engine that is the heart of this little truck-on-rails. Very few fans realize that the builder of the huge Union Pacific DDA-40X also built a unit not 25 feet long.

CONTINUE SENDING diesel news to Jim Edmonston, at 821 Clearfield Lane, Cincinnati, Ohio 45240. ●



Last Model 40 built, shown working at EMD South Chicago plant in July, 1969. She is a Phase II with thick underframe built in April, 1943.

Photograph by Don Dover

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Name Conrail's operating regions and their divisions.

There are 8 operating regions: headquarters for (1) Atlantic region is Newark; (2) Eastern, Philadelphia; (3) Northeastern, New Haven; (4) Central, Pittsburgh; (5) Northern, Detroit; (6) Southern, Indianapolis; (7) Western, Chicago, and (8) Metropolitan, New York City.

These regions are divided into 24 divisions, with headquarters in New York City, Utica, Buffalo, and Hornell, N.Y.; Hoboken, N.J.; Boston; Bethlehem, Philadelphia (2 divisions), Harrisburg, Altoona, and Pittsburgh, Pa.; Youngstown (2 divisions), Columbus, Cincinnati, Cleveland, and Toledo, Ohio; Indianapolis and Ft. Wayne, Ind.; Chicago; Detroit and Jackson, Mich.; and in St. Thomas, Ont., Canada.

2. Lehigh Valley ran the *Black Diamond*. Wasn't there also a *Green Diamond* service?

Yes. Illinois Central inaugurated the *Green Diamond* run from Chicago to St. Louis on May 17, 1936, ushering in IC's streamline era. Its power was an EMD 201-A model, 16-cylinder engine, B/N 534, rated at 1200 hp. Originally the unit was designed with EMC 600-hp 8-201A engine, but proved inadequate during tests and was upgraded with the 201-A. Pullman-Standard built the 5 cars of the air-conditioned streamliner. The train consisted of loco 121, mail-baggage-express unit 122, chair car 123, chair car with dining section 124, and kitchen-diner-lounge observation unit 125.

Just prior to its initial run, the *Green Diamond* went on a 7000-mile exhibition tour, visiting Illinois Central cities and even many off-line communities. With the end of WW2 the IC began modernizing its passenger fleet. Eleven years and some two million miles later, *Green Diamond* name disappeared. Its succesor, placed in operation April 27, 1947, was the re-established *Miss Lou*, Nos. 27 and 28, between Jackson, Miss., and New Orleans. The *Miss Lou*, with last remnants of the *Green Diamond*, made its final run Oct. 26, 1949, and was scrapped Aug. 31, 1950.

3. Which Canadian Pacific engine had the first superheater installed?

Ten-wheeler No. 548. Her Schmidt smokebox type was installed in the Montreal shops around 1900, but in 1911 was replaced with a Vaughn & Horsey superheater. Engine 548 was renumbered several times having number 292 prior to being scrapped in January, 1929.

4. Tell me about the Chattahoochee Industrial Railroad?

Chartered in January, 1961, the CI began operations July 15, 1963. It has 15.4 miles of track extending between Saffold, Ga., where it connects with Seaboard Coast Line, and Hilton, a Central of Georgia interchange. The Chattahoochee, headquartered in Cedar Springs, Ga., has recently begun hauling considerable coal. Three years ago, Great Southern Paper, owned by Great Northern Nekoosa Corp., which owns the CI, converted their power boilers from No.6 residual fuel to coal. The change created an annual need for 300,000 tons of coal. Pullman-Standard a few years back delivered an order of 150 PS Butler-built 100-ton 4000 cu.-ft. hopper cars. If railfans spot the slogan, "Better Service Begins in Early County, Ga.," they'll know this is the Chattahoochee Industrial R.R. All new CI hopper cars carry that message. For a shortline, it has a lot of freight cars, some 626.

In May, 1834, Boston's first steam train ran on Boston & Worcester R.R.

5. When did Boston's first steam train run?

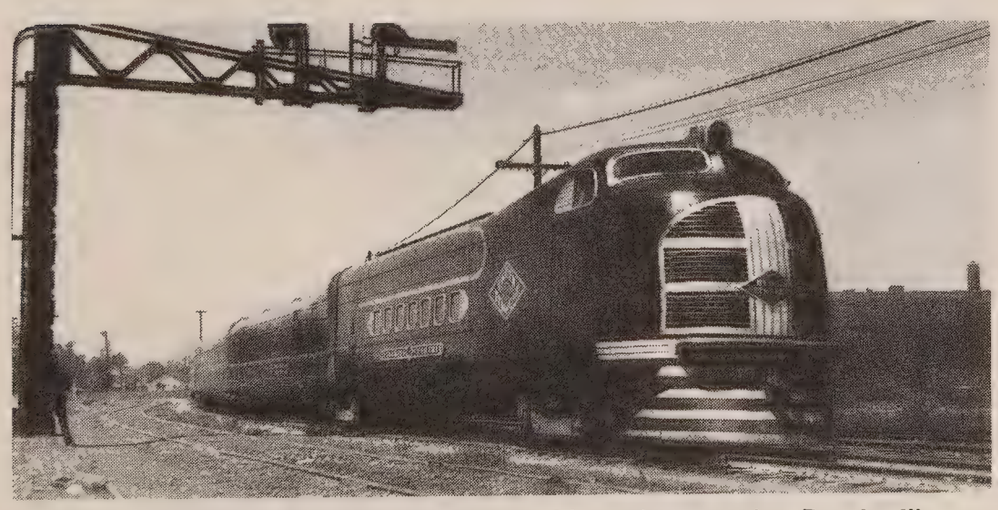
Turn back the calendar to a May morning in 1834. Great excitement stirred the city, for its first steam train was to make a test run over the new Boston & Worcester line. A party of directors and their friends, 60 strong, puffed from Boston to Newton, Mass., in the breath-taking time of 39 minutes! Since the track wasn't completed beyond Newton, the entire party invaded Davis Tavern there to celebrate. They returned next day like conquering heroes.

6. I'm a secretary on the Cotton Belt. How old must a person be to get a widow's or widower's annuity?

Sixty, or between ages 50-59 if totally disabled, or at any age if caring for a minor or disabled child.

7. Words, please to an old favorite of mine "Watching Out for Dad," by C.J. Byrne.

Beyond the train-yard limits
There's a mileboard near the track
And when, by chance, I pass that way
My thoughts go drifting back



Illinois Central's The Green Diamond in action, nearing Peoria, Ill.
Photograph by the late Horace W. Pontin

To days gone by when that old sign
Meant "Home, Sweet Home, at last."
And I whistled for the station
With a long familiar blast,
And as the echo died away
My heart would fill with joy,
For the message that it carried
To a blue-eyed baby boy.
A mother, too, was happy as
She kissed her little lad
And held him near the window
To watch and wait for Dad.

The brightest hours of my life
Were spent upon that run,
When I whistled at the mileboard and
The long day's work was done;
And when my message failed to reach
Those anxious, childish ears,
His little heart grew heavy and
His blue eyes filled with tears.
I often kissed away those tears
And stroked his curly head
As he lay sobbing in his bed,
For I knew the disappointment
That befell my little lad
When he failed to hear the whistle
While he waited up for Dad.

Upon life's weary highway there are
Mileboards near the track;
We never pass the same one twice,
We never double back.
And when I think of bygone days, 'tis
Then my heart grows sad;
My boy is now an engineer
Still watching out for Dad.
And though he's just as dear to me
As in those days apart,
His golden curls of childhood seem
Entwined about my heart.
And as I sit alone, another little lad
Says: "Hold me near the window, Grandpa,
While I watch for Dad."

8. Name the transportation companies owned by the Baltimore & Ohio.

B&O owns 24 such companies: The B&O Chicago Terminal B&O Connecting, B&O R.R. of Pa.; Baltimore & Philadelphia; Baltimore Belt; Buffalo, Rochester & Pittsburgh; Cheat Haven & Bruceton; Cincinnati, Indianapolis & Western; Curtis Bay; Dayton & Union; Fairmont, Morgantown & Pittsburgh; Indian Creek Valley; Metropolitan Southern; Pittsburgh & Western; Quemahoning Branch; Schuylkill River East Side; Staten Island, Terminal Realty Baltimore; Washington & Western Maryland; Washington County; Wheeling, Pittsburgh & Baltimore; Winchester & Potomac; Winchester & Strasburg, and Winchester & Western.

9. What are some of the newest kinds of freight cars?

One is the "Big John" covered hopper, which is used to move grain. It has a capacity of about 100 tons, compared to about 40 tons for a grain-hauling boxcar. Covered hoppers have a further advantage in that they can be loaded in 12 minutes, unloaded in 3. Other new giants include multi-level and enclosed cars for automobiles, house-size boxcars for auto parts and canned goods, and whale-shaped tankers.

10. Info wanted on the narrow-gage that ran between Palisade and Eureka, Nevada.

Eureka in the late 19th century was a rough mining town which needed a railroad to haul silver and lead to a Palisade connection with the Central Pacific (now Espee). Conflicting interests among the railroad sponsors hampered the construction. For example, a teamster who spearheaded the project stopped the line at Alpha, 38 miles short of Eurkea, so that his mule teams, located on a large farm near Alpha, could dominate road traffic between Eurkea and the railroad depot. His colleagues, however, forced him from the job, bought out the company, and completed the road.

When the line reached Eurkea, industry in the area boomed and the E&P did a flourishing business. No other narrow-gage at that time could match the average speed of the E&P locomotives steaming along at 38 MPH. However, the mines soon petered out and the railroad did also. In 1900 the line defaulted on its bonds and went into receivership. Floods all but wiped it out in 1910. The Eureka mines closed in 1938 and this led to abandonment of the whole colorful line.

11. Will Via Rail Canada get rid of its RDC's?

On the contrary, it is launching a major program to transform about 100 rail diesel cars into modern high-powered units for increased intercity passenger service. Canadian National uses the self-propelled cars on its light density runs, calling them Railliners whil CP labels them Dayliners. Via will install more powerful engines in the cars and refurbish the interiors. Many of the cars, which seat between 60 and 70, are over 20 years old.

12. Tell me about truss railroad bridges.

Early truss designs, the Howe and Pratt, were made from wood and iron combined in an age when timber was relatively plentiful and cheap. This fact had economic advantages. The construction of trusses, which consisted exclusively of iron, began about 1840. Wrought iron continued in exclusive possesion of the field until about 1875, when steel was introduced for a bridge construction. Introduction of the open hearth process of steel production led to a wider use of steel for structural purposes, which by 1895 had entirely superseded wrought iron in building metallic bridges. No doubt about it; the truss bridge design was simple and economical to build. Other truss bridge designs were Bollman, Fink, Whipple, Warren, and Pennsylvania.

13. When did the first train from the East enter Tacoma, Wash.?

This was on the Northern Pacific Railway on July 11, 1887.

14. Name the electric lines operating at end of World War 2 in Missouri, Nebraska, and Iowa.

Missouri: Illinois Terminal, Kansas City Public Service, St. Francis County R.R., Farmington, St. Louis Public Service, St. Louis Water Works Ry. And in Nebraska: Omaha & Council Bluffs St. Ry., Omaha, Lincoln & Beatrice. And in Iowa: Cedar Rapids & Iowa City, Charles City Western R., Des Moines & Southern, Iowa Electric Light & Power, Iowa Bluffs St. Ry., Sioux City Transit Co., Southern Iowa Ry., and Waterloo, Cedar Falls & Northern.

15. Where is the highest point on British Rail?

At Druimuachdar, located 1,484 feet above sea level, between Dalnaspidal and Dalwhinnie on the former Highland Railway mainline between Perth and Inverness, opened in 1863. In 1902 a 7.25-mile branch was opened from the Caledonian Railway, Glasgow-Carlisle mainline, from Elvanfoot to Wanlockhead, Scotland's highest village, reaching a height of 1,498 ft. It closed in January, 1939. On the Great Western Railway, England, the terminus of the branch to Princetown on Dartmoor was at a height of 1,373 ft. and was closed March 5, 1956. Stainmore Summer on the Kirby Stephen line of the former Stockton & Darlington Railway was 1,370 ft. above sea level. Opened in 1861, it closed Jan. 22, 1962.

Running Extra

LEFT-HANDED running on the Chicago & North Western was mentioned in a recent issue. Some British capital was invested in the early roads that later made up the C&NW but the system was largely financed by American Midwestern money. In fact,

British investment was not uncommon in our eastern roads, none of which turned out to be left-handed. The left-handedness was done for convenience and economy during the double-tracking of the mainlines. In the ensuing years it proved to be an operating advantage to keep the engineer on the inside of a multi-track Line, giving him a better view of oncoming traffic. A careful search of C&NW files failed to substantiate the claim that British influence brought about left-handed operation. I don't know how the story got started—John Kamacher, director and treasurer, North Western Lines, Inc., C&NW Historical, Technical & Modeling Society, 1812 Hood Ave., Chicago, Ill. 60660.

WHICH RAILROAD had initials SMRGA?—Carol Coon, reference librarian, San Francisco Public Library, Civic Center, San Francisco, Calif. 94012.

WHEN DID the last passenger train run on Cape Cod, Mass.? When did the New York, Ontario & Western operate its final winter passenger service to Roscoe, N.Y.?—Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506.

INFO WANTED on names and principal locations of electric lines that ran in South Carolina.—Irwin From, 626 Woodland St., Spartanburg, S.C. 29302.

WOULD LIKE a comparison between Z5 Yellowstones of Northern Pacific, R2 of Great Northern, and the Union Pacific's Big Boys and Challengers. I want total engine weight, weight on drivers, diameter of drivers, starting tractive effort, continuous t.e., and top speed attained by each locomotive.—James Bradley, 530 N. Main St., Livingston, Mont. 59047.

HOW CAN I get a Leslie super-typhone 3-chime diesel airhorn?—T. Hughes, Jr., 612 Ridge Ave., Pottsville, Pa. 12901.

RESEARCHING on the Lakeside & Marblehead in Ohio, I find that it had at least one Fairbanks Morse gas car and one McKeen gas car. Anyone know when they arrived on the road and departed? Any other L&M info?—Peter C. Carr, Holmes Rd., Saco, Me. 04072.

WHO KNOWS the number of the Nickel Plate switcher used for many years in 1930s in the yards at 19th and Holland streets, Erie, Pa.?—Charles W. Maynard, Tower Trailer Ct., Lot B-11, Carteret, N.J. 07008.

RE. QUERY on list of donated steam locos, a good source is pamphlet published by Public Relations Dept., Assn. of American Railroads, 1920 L Street, N.W., Washington, D.C. 20036.—Victor M. Kluth, 284 Franklin Dr., Berea, Ohio 44017.

ANSWERING William Anderson's recent query about the Clinchfield: the North Carolina University Press published such a book, in 1931, by William Way, entitled *The Clinchfield Railroad*.—Brian C. Smith, Director, American Library of Railway & Traction History, 455-A Riverside Dr., Burbank, Calif. 91506.

I WANT ADDRESS of record company that issued the 1969 Promontory Album. Is it still available?—Ian M. Coonie, 52 Kilnside Rd., Paisley PA1 1 RN, Scotland.

TO WHICH radio frequencies did FCC assign to Union Pacific? Where can I get a list of railroad radio frequencies?—S. Shelburne, Box 371, Minatare, Neb. 69356.

ONE OF THE BEST and safest railroads in U.S. was the old Buffalo, Rochester & Pittsburgh, nicknamed Bums, Robbers & Pickpockets. "I started working for it as a waterboy prior to WW1 when the road had shops at Dubois, Pa. My father and his 3 brothers also worked for BR&P. My last railroad job was in the New Haven's police department. I hope someone will send you a BR&P engine photo for publication—Stanley J. Galgan, East Worcester, N.Y. 12064.

AS TO FW&P, mentioned in a recent issue, I'd like to add that for quite a few years after 1908, freight cars of this railroad kept their logo, merely by adding to it some indication that it was part of the Burlington. Many such logos were still seen in Texas as late as end of 1938. I saw one, old and weathered, in Midwest even last June.—F.W. Wessel, 2401 H Street, N.W., Washington, D.C. 20037.

REGARDING J.R. FUDGE'S query about a railroad running between Perry and Ocilla, Ga., in the early 1920s, this route involed 2 or 3 independent shortlines,. The Ocilla Southern ran north through Fitzgerald to Pope City, terminating at an interchange with the Hawkinsville & Florida Southern, which thence carried traffic north to Hawkinsville, Ga. It then interchanged to the Hawkinsville & Western to complete the trip to Perry. In 1921, the Hawkinsville & Florida Southern received ICC permission to abandon. Its property was acquired by Pidcock's Georgia, Ashburn, Sylvester & Camilla, which was still in operation in the late 1950s.—Constance M. Morrell, 14785 152nd Ave., Grand Haven, Mich. 49417.

I NEED info and pix on any Canadian 4-6-4.—Edward Burke, 80 Robin Pl., Freehold, N.J. 07728.

WHICH reader wanted info on the Hecla & Torch Lake in Michigan? I've got some data on it.—Richard Myers, 838 S. Vine St., Denver, Colo. 80209.

HOW DOES A diesel-hydraulic locomotive work? Why are they unpopular on U.S. roads? Why do the Norfolk & Western and the Southern buy high-nose EMD and GE road switchers?—Walter J. Kabrzynski, 61 Brown St., Methuen, Mass. 01844. (Ed. note: You tell him, Jim Edmonston.)

RECENTLY I bought an old copper-top lantern with a globe marked NJM Ry. in northeastern Pa. Which road is it?—Richard Weisel, 1219 Horsham Rd., Ambler, Pa. 19002.

PLANT SYSTEM No. 111's 120-mph set a great record in her day, but on July 3, 1938, London & North Eastern Ry. engine A4 Pacific No. 4468, *Mallard*, reached a speed of 126 mph.—John W. Brewster, 19115 Arch St. Pike, Little Rock, Ark. 72206.

I WANT INFO on Santa Fe operations at Ash Fork, Ariz., during the 1940-'50 period. Does the Crookton cut-off now bypass this once-busy junction point? When was the Crookton Cutoff built? I'd like a track diagram of Ash Fork in the 1940s showing mainlines, yard, sidings, passenger station, signal locations, etc. What passenger trains were switched at Ash Fork to set up or pick up Pullmans and mail cars for Phoenix? Were yard engines and/or helpers stationed at Ash Fork? Maybe an active or retired Santa Fe railroader could answer me.—John W. Rapoza, SP locomotive engineer, P.O. Box 472, Alta Loma, Calif. 91701.

WHO WAS L.P. WHEELOCK of the SM&NRR Co., now part of B&O-C&O in Ohio?—Wayne L. Reedy, 1228 Congress R3, Box 112, Middletown, Ind. 47356.

WE ARE looking for someone who has a diesel switcher to donate to us. It would come in handy.—Paul Wilson, Sr., Gold Coast Railroad, 3398 SW 9th Ave., Ft. Lauderdale, Fla. 3315.

OVER the years Henkels & McCoy has been doing trackwork for PRR and PC as a contractor. Now that Amtrak has taken over the Northeast corridor, I have seen H&M trucks with Amtrak labels on them. Did Amtrak buy H&M?—Harry Bennett, Jr., 1894 North Mount St., Baltimore, Md. 21217.

Short Line Rosters

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, of both, with a route length less than 400 miles. Locomotive builders: GM-EMD—General Motors-Electro Motive Division; GE—General Electric; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; Alco-GE—American Locomotive Co.-General Electric Co.; FM—Fairbanks-Morse; GMD—General Motors Diesel Ltd.; MCGE—Montreal Locomotive Works-Canadian General Electric; Alco Pr.—Alco Products; Alco—American Locomotive Co.

Genesee & Wyoming Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
20	500	GE	80-ton	B-B	48,160	160,000	1944	1
21	500	GE	80-ton	B-B	48,000	160,000	1945	2
22	500	GE	80-ton	B-B	48,000	160,000	1945	3
25	1000	Alco-GE	RS-1	B-B	72,000	240,000	1952	
30	1000	Alco	RS-1	B-B	72,000	240,000	1955	7
35	1000	Alco Pr.	S4	B-B	69,000	230,000	1958	
36	1000	Alco-GE	S4	B-B	69,000	230,000	1953	4
42	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	5
43	1000	Alco-GE	RS-1	B-B	72,000	240,000	1949	6
44	1000	Alco-GE	RS-1	B-B	72,000	240,000	1949	6
44	1000	Alco-GE	RS-1	B-B	72,000	240,000	1950	6
1776	1000	Alco-GE	S4	B-B	69,000	230,000	1953	4
1976	1000	Alco	RS-1	B-B	72,000	240,p00	1955	7

Effective date: Nov. 1976. Sources of information: G&W, Eli Lilly & Co., B.M. Weiss Co., George R. Silcott, Eastman Kodak, Consumers Power, Hunkin-Conkey Construction Co. Units on present roster: 25, 35, 42, 43, 1776, 1976.

(1) 20 sold to B.M. Weiss Co. (2/14/62), then to Hunkin-Conkey Construction (1964 or 1965).
(2) 21 sold to George R. Silcott (2/15/66), then to Eli Lilly Co., renumbered E01 (2/16/66).
(3) 22 sold to George R. Silcott (2/15/66), then to Consumers Power Co., where it has no number (1966).
(4) 1776 was originally Pittsburgh & Lake Erie 8655, then George R. Silcott 8655, then G&W 36 (1966), then G&W 1776 (1976).
(5) 42 was originally New York, New Haven & Hartford 0670, then rebuilt by Alco Products and sold to G&W as 42 (1/64).
(6) 43-44 were originally Chicago & Western Indiana 256, 260; then Manufacturers Equipment and George R. Silcott 256, 260; then G&W 43-44. G&W 44 sold to Eastman Kodak, renumbered 9.
(7) 30 was renumbered 1976 (1976).
(8) C&WI 262 and New York, Susquehanna & Western 233 were sold to G&W by George R. Silcott for spare parts.

The Georgetown Railroad

1000	660	Baldwin	V0 660	B-B	49,165	196,660	1941	1
1001	300	Atlas	50-ton	B-B	25,000	100,000	1939	2
1002	1000	Baldwin	V0 1000	B-B	71,395	237,980	1942	3
1003	1000	Baldwin	V0 1000	B-B	61,338	245,350	1944	4
1004	1000	Baldwin	V0 1000	B-B	64,000	245,000	1945	5
1005	1200	BLHW	S-12	B-B	60,400	235,378	1952	6
1006	1200	BLHW	S-12	B-B	58,800	235,000	1951	7
1007	1200	BLHW	S-12	B-B	60,400	241,000	1952	8
1008	1200	BLHW	S-12	B-B	58,800	235,000	1951	9

Effective date: Jan. 1977. Sources of information: Georgetown Railroad, Missouri-Kansas-Texas, Missouri Pacific, Texas Export. Units on present roster: 1002, 1005-1008.

(1) 1000 was originally St. Augustine, Uvalde & Gulf 9206, then MP 9206, then MP 9022, then Georgetown 100, then Georgetown 1000, then sold to Texas Crushed Stone, renumbered 1000.
(2) 1001 was originally U.S. Navy 65-00258, then Georgetown 1001, then sold to Texas Crushed Stone, renumbered 100.
(3) 1002 was originally U.S. Army 7455, then Pan American Engineering 7455, then Georgetown 1002 (5/62).
(4) 1003 was originally St. Louis-Southwestern 1002, then Georgetown 1003 (4/63), then scrapped (1969).
(5) 1004 was originally SSW 1009, then Louisiana & North West 43 (4/63), then Georgetown 1004 (1/67), then sold to Texas Export and renumbered 1004 (4/73), then sold to Texas Locomotive & Car Co., renumbered 1004, and scrapped. SSW 1005, which became L&NW 42 (4/63), was sold to the Georgetown (5/67), used for spare parts, and scrapped.
(6) 1005 was originally Missouri-Kansas-Texas 1213, then MKT 45, then Georgetown 1005 (9/69).
(7) 1006 was originally MKT 1209, then MKT 41, then Georgetown 1006 (3/12/70).
(8) 1007 was originally MKT 1215, then MKT 47, then Georgetown 1007 (8/71).
(9) 1008 was originally MKT 1208, then MKT 40, then Georgetown 1008 (8/71).

Georgia & Florida Railway
(Merged into Central of Georgia Railroad circa 1972)

70-72	600	GM-EMD	SW1	B-B	49,500	198,000	1950	1
73	600	GM-EMC	SW	B-B	51,500	206,000	1937	2
81	800	FM	——	A1A-2	?	?	1939	3
91	900	GM-EMC	NW1	B-B	?	?	1937	4
701-706	1500	GM-EMD	GP7	B-B	58,554	240,000	1950	5
801	1350	GM-EMD	FTA	B-B	61,380	250,000	1941	6
1004-1006	600	GM-EMD	SW1	B-B	24,600	198,000	1950	1
8231-8234	1500	GM-EMD	GP7	B-B	39,900	240,000	1950	5

Effective date: Oct. 4, 1976. Sources of information: Southern Railway System. Units on present roster: none.

(1) 70-72 were renumbered Central of Georgia 1004-1006.
(2) 73 was originally Elgin, Joliet & Eastern 207, then G&F 73 (4/55). Scrapped (3/64).
(3) 81 was originally Southern 41, then G&F 81 (12/58). It was a train consisting of a power car and two coaches. Scrapped (3/64).
(4) 91 was originally EJ&E 400, then G&F 91 (4/55). Scrapped (3/64).
(5) 701-704 were renumbered G&F 8231-8234 (1971), then CofG 8231-8234. 705-706 were traded to GM-EMD (1/66).
(6) 801 was originally Cincinnati, New Orleans & Texas Pacific 6101D, then CNO&TP 6105, then G&F 801 (1960). It was traded to GM-EMD (10/64).

The Garden City Western Railway

101	330	Whitcomb	50DE-58b	B-B	25,000	100,000	1949	1
201	600	GM-EMD	SW1	B-B	49,500	198,000	1952	
202	600	GM-EMD	SW1	B-B	49,500	198,000	1949	2

Effective date: Nov. 15, 1972. Sources of information: GCW, VC, CSL, Chrome Crankshaft. Units on present roster: 201-202.
(1) 101 sold to Ventura County Ry., renumbered 3 (5/62); then sold to Chrome Crankshaft, renumbered 3. (2) 202 was originally Chicago Short Line 201, then GCW 202 (5/62).

Georgia, Ashburn, Sylvester & Camilla Railway
(Merged into the Georgia Northern Railway 12/31/71).

15	600	GE	70-ton	B-B	42,000	140,000	1946	1
16	1350	GM-EMD	FTA	B-B	60,340	241,360	1943	2
71	600	GE	70-ton	B-B	42,000	140,000	1946	1
4100	1350	GM-EMD	FTA	B-B	60,340	241,360	1943	2

Effective date: Oct. 4, 1976. Source of information: Southern Railway System. Units on present roster: none.
(1) 15 was originally Georgia Northern 71, then GAS&C 71, then GAS&C 15, then sold to GM-EMD (7/69).
(2) 16 was originally Southern 4100, then GAS&C 4100, then GAS&C 16, then sold to GM-EMD (8/69).

Georgia Northern Railway

2	600	St. Louis-FM	——	A1A-2	?	?	1939	1
12	660	BW	DS 4-4-660	B-B	59,850	199,500	1947	2
13	800	GM-EMD	SW8	B-B	57,093	228,370	1950	3
14	1350	GM-EMD	FTA	B-B	61,240	244,970	1944	4
71	600	GE	70-ton	B-B	42,000	140,000	1946	5
172	660	BW	DS 4-4-660	B-B	59,850	199,500	1947	2
801	800	GM-EMD	SW8	B-B	57,093	228,370	1950	3
1015	800	GM-EMD	SW8	B-B	35,600	228,370	1950	3
4105	1350	GM-EMD	FTA	B-B	61,240	244,970	1944	4

Effective date: Oct. 4, 1976. Sources of information: Southern Railway System. Units on present roster: 1015.
(1) 2 was originally a train consisting of a power unit and 2 coaches. The train has been scrapped but the power unit, although off the roster, is being preserved.
(2) 172 was renumbered 12, then sold to GM-EMD (10/69).
(3) 1015 was originally GM-EMD 801, then GN 801, then GN 13, then GN 1015.
(4) 14 was originally Southern 4105, then GN 4105, then GN 14, then sold to GM-EMD (11/69).
(5) 71 sold to the Georgia, Ashburn, Sylvester & Camilla, renumbered 71; then renumbered GAS&C 15, then sold to GM-EMD (7/69).

Georgia Railroad

751-752	3000	GM-EMD	GP40	B-B	65,600	262,170	1967	
753-754	3000	GM-EMD	GP40	B-B	65,400	261,640	1968	
755-756	3000	GM-EMD	GP40-2	B-B	65,500	262,190	1972	
901	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	
902-905	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	
906-907	1200	GM-EMD	SW9	B-B	61,000	244,000	1951	
921	1000	BW	DS 4-4-1000	B-B	68,859	229,500	1949	
1001	1500	GM-EMD	F3A	B-B	57,960	241,000	1948	1
1002-1003	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949	1
1004	1500	GM-EMD	FP7A	B-B	61,060	257,000	1950	
1005 (1st)	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	2
1005 (2nd)	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	3
1019	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	4
1020	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	4
1021	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1022	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1023-1026	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1027 .1028	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
1029	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
1030	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
1031-1032	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
1033-1034	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	
1035-1036	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	
1040-1042	1750	GM-EMD	GP9	B-B	59,600	245,000	1954	

Effective date: Nov. 11, 1976. Sources of information: Georgia RR. Units on present roster: 751-756, 901-907, 1019-1035, 1040-1042.
(1) 1001-1003 sold to GM-EMD in trade for new power.
(2) 1005 (1st) was originally Atlanta & West Point 551, then Georgia 1005 (1st).
(3) 1005 (2nd) was originally Western Railway of Alabama 502, then Georgia 1005 (2nd).
(4) 1019-1020 were originally A&WP 571-571, then Georgia 1019-1020.

Graham County Railroad

102	600	GE	70-ton	B-B	41,300	140,000	1953	1
1925	——	Lima	Shay	3T	51,400	171,400	1925	
1926	——	Lima	Shay	3T	51,000	171,000	1926	2

Effective date: Sept. 1977. Sources of information: Savannah State Docks. Units on present roster: 102 and one Shay.
(1) 102 was originally Savannah State Docks 102, then Birmingham Rail & Locomotive 102, then Graham County 102 (1973).
(2) 1926 was originally Tallahassee Power Co. ?, then GC 1926 (1940).

Grand Falls Central Railway

100	157	Plymouth	JDTW	?	7,000	28,000	1953	1
101-103	600	GE	70-ton	B-B	41,300	140,000	1957	

Effective date: Sept. 10, 1970. Source of information: GFC. Units on present roster: 100-103
(1) 100 was originally Millerton Ry. 23, then GFC 100 (1958).

Georgia Southern & Florida Railway

1098-1101	1200	GM-EMD	SW7	B-B	35,600	243,600	1950	1
2285-2288	1200	GM-EMD	SW7	B-B	35,600	243,600	1950	1
2723-2727	2000	GM-EMD	GP38	B-B	54,700	242,700	1969	
2819-2822	2000	GM-EMD	GP38	B-B	54,700	246,200	1970	
2841-2844	2000	GM-EMD	GP38AC	B-B	56,400	248,300	1971	
3183	3000	GM-EMD	SD40	C-C	87-360	375,949	1971	
3196-3197	3000	GM-EMD	SD40	C-C	87,360	375,400	1972	
3212-3213	3000	GM-EMD	SD40-2	C-C	91,000	370,300	1973	
3911-3913	2250	GE	U23B	B-B	60,400	259,200	1973	
5049-5052	2000	GM-EMD	GP38-2	B-B	58,400	247,700	1972	
5096-5100	2000	GM-EMD	GP38-2	B-B	58,400	248,000	1973	
6245-6246	1750	GM-EMD	GP9	B-B	44,800	254,700	1955	2
8200-8203	1200	GM-EMD	SW7	B-B	35,600	243,600	1950	1
8210-8213	1500	GM-EMD	GP7	B-B	39,900	245,100	1950	
8214-8215	1750	GM-EMD	GP9	B-B	44,800	254,700	1955	2

Effective date: Oct. 4, 1976. Sources of information: Southern Railway System. Units on present roster: 1098-1101, 2723-2727, 2819-2822, 2841-2844, 3183, 3196-3197, 3212-3213, 3911-3913, 5049-5052, 5096-5100, 6245-6246, 8210-8213.
(1) 8200-8203 renumbered 2285-2288, then 1098-1101.
(2) 8214-8215 renumbered 6245-6246.

Government of Ontario Transit

GCE-430a	500-507	3000	GMD	GP40TC	B-B	45,700	264,000	1966	1
GRE-30a	600-607	3000	GMD	GP40TC	B-B	45,700	264,000	1966	1
GC-430b	700-703	3000	GMD	GP40-2	B-B	45,700	258,000	1974	2
GC-430c	704-706	3000	GMD	GP40-2	B-B	45,700	260,500	1974	2
GC-430d	707-710	3000	GMD	GP40-2	B-B	45,700	259,000	1975	
CAP-60a	900-904	—	GMD	FP7A	2-2	—	169,500	1951-2	3
CAP-60b	905-908	—	GMD	FP7A	2-2	—	169,500	1951-3	4
GRE-30a	9800-9807	3000	GMD	GP40TC	B-B	45,700	264,000	1966	1
GR-430c	9808-9811	3000	GMD	GP40-2	B-B	45,700	258,000	1974	2
GR-430d	9812-9814	3000	GMD	GP40-2	B-B	45,700	260,500	1974	2
CAP-60a	9858-9862	—	GMD	FP7A	2-2	—	169,500	1951-2	3

Effective date: Oct. 7, 1976. Sources of information: Toronto Area Transit Operating Authority. Units on present roster: 500-507, 700-710, 900-908.
(1) 600-607 renumbered 9800-9807 (1969), then 500-507 (1976), 9800-9807 recalled GRE-430a (8/1/74).
(2) 9808-9814 renumbered 700-706 (1976). 9808-9811 reclassed GR-430c (8/1/74).
(3) 900-904 were originally Ontario Northland 1503, 1505, 1507, 1512-1513; then rebuilt by removing main engine, generator, traction motors, and associated equipment and installing 600 kw auxiliary power plant for train heating, etc. Renumbered 9858-9862 (1974), then 900-904 (1976).
(4) 905-908 were originally ONR 1500, 1511, 1504, 1514; then rebuilt as described in note 3 and renumbered 905-908 (1976).

Grafton & Upton Railroad

9-10	380	GE	44-ton	B-B	26,400	88,000	1946	1
11	150	GE	25-ton	B-B	12,500	50,000	1947	2
12	600	GE	70-ton	B-B	35,000	140,000	1948	3
1001	1000	Alco-GE	S4	B-B	73,240	244,120	1952	

Effective date: Sept. 30, 1976. Sources of information: G&U, Naporano Iron & Metal, Massachusetts Iron & Metals, New York City Transit Authority, Monsanto Industrial Chemicals, George R. Silcott. Units on present roster: 9, 1001.
(1) 10 sold to George R. Silcott, then to West End Iron Works (5/70).
(2) 11 sold to Monsanto Industrial Chemicals Co., renumbered 1 (5/48); then sold to Massachusetts Iron & Metals (1956).
(3) 12 sold to the Claremont & Concord, renumbered 12 (7/54); then sold to the South Brooklyn, renumbered 12 (11/60); then renumbered SBK 20008, then SBK 12; then sold to Naporano Iron & Metal (10/75).

Grand Trunk Railway

GR-17d	1768-1776	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	2
MR-16d	1861-1862	1600	Alco	RS-3	B-B	47,000	246,000	1954	1
MR-16d	3041-3042	1600	Alco	RS-3	B-B	47,000	246,000	1954	1
GR-17d	4442-4450	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	2
GR-17j	4558-4559	1750	GM-EMD	GP9	B-B	44,000	244,000	1957	3
GS-9b	7225-7226	900	GM-EMD	SW900	B-B	36,000	230,000	1956	4
MS-10m	8205	1000	Alco	S4	B-B	34,000	231,000	1956	5

Effective date: Jan. 1975. Source of information: Canadian National. Units on present roster: none. Grand Trunk Railway is the name under which the Canadian National trades in the United States. CN owned all GT diesels and lettered them GT. Those transferred to the Central Vermont remain lettered for GT; the others were relettered for the lines to which they were transferred.
(1) 1861-1862 were renumbered 3041-3042 (1956); then transferred to the Central Vermont, renumbered 3041-3042 (3/57); then transferred to Canadian National, renumbered 3041-3042 (12/57). CN 3041 was retired 12/31/67. CN 3042 was retired 10/28/69. These units were assigned to New England Lines.
(2) 1768-1776 were delivered as 4442-4450; then transferred to the CV (7/63) and assigned to New England Lines.
(3) 4558-4559 were transferred to the CV, renumbered 4558-4559 (7/63), and assigned to New England Lines.
(4) 7225-7226 were transferred to the Grand Trunk Western, renumbered 7225-7226 (1964), and assigned to Black Rock.
(5) 8205 was transferred to the CV, renumbered 8205 (11/63); then transferred to GTW, renumbered 8205 (12/64), and assigned to Rouses Point.

Grasse River Railroad
(Abandoned December 31, 1962)

1	300	GE	45-ton	B-B	22,500	90,000	1950	1

Effective date: Sept, 1977. Sources of information: none. Units on present roster: none. No. 1 was sold to the East Branch & Lincoln, renumbered 1.

Graysonia, Nashville & Ashdown Railroad

51	660	Alco-GE	S3	B-B	59,400	198,000	1951	
55	1000	Alco Pr.	S4	B-B	69,000	230,000	1955	
74R	1000	Alco	S4	B-B	?	?	1953	1

Effective date: Feb. 23, 1971. Source of information: GN&A. Units on present roster: 51, 55, 74R. (1) 74R was originally Louisville & Nashville 2366, then Railway Supply Co. of Alabama 2366, then GN&A 74R (1974).

Great Plains Railway
(Abandoned circa 1976)

1106	1000	Baldwin	V0 1000	B-B	71,830	245,000	1942	1
1107	1000	Baldwin	V0 1000	B-B	71,830	245,000	1943	2
1109	1000	Baldwin	V0 1000	B-B	71,830	245,000	1943	2

Effective date: June 19, 1975. Sources of information: Great Plains, Colorado & Wyoming. Units on present roster: none.
(1) 1006 was originally Pueblo Army Depot 1, then U.S. Army 7454, then Speken Wrecking Co. 7454, then Colorado & Wyoming 1106 (1964), then Great Plains Ry. 1106 (1974), then sold to PB Railroad, then sold to Western Railroad.
(2) 1107, 1109 were originally C&W 1107, 1109; then Great Plains 1107, 1109 (1974); then sold to PB Railroad, then sold to Western Railroad.

The Great Western Railway

61	600	GM-EMD	SW1	B-B	48,813	195,250	1952	
62-63	600	GM-EMD	SW1	B-B	48,350	193,410	1940	1
121	1200	GM-EMD	SW9	B-B	60,830	243,320	1951	
122	1200	GM-EMD	SW9	B-B	60,785	243,140	1951	

Effective date: Oct. 11, 1976. Source of information: GW. Units on present roster: 61-63, 121-122.
(1) 62-63 were originally Elgin, Joliet & Eastern 231, 233; then sold to Great Western (7/2/59), renumbered 62-63 (7/63).

Greater Winnipeg Water District Railway

100	380	GE	44-ton	B-B	26,400	89,000	1946	
101	400	GE	44-ton	B-B	26,400	89,000	1949	
102	380	GE	44-ton	B-B	26,400	89,000	1945	1
103	400	GE	44-ton	B-B	26,400	89,000	1947	2

Effective date: June 10, 1977. Sources of information: GWWD, Canadian National. Units on present roster: 100-103.
(1) 102 was originally Swift & Co. 400, then GWWD 102 (4/54).
(2) 103 was originally Canadian National 7751, then CN 7550 (1951), then in 1954 CN 1500 (1st), but this number was never applied; then CN 1 (1956), then retired (2/15/66), then sold to the GWWD, renumbered 103 (12/66).

Green Bay & Western Railroad

101	660	Alco	HH 660	B-B	?	?	1938	1
102	660	Alco-GE	S1	B-B	59,700	205,000	1949	2
301-304	1500	Alco-GE	RS-2	B-B	62,000	247,300	1950	3
305-306	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	
307-308	1600	Alco-GE	RS-3	B-B	61,575	246,300	1955	
309	1800	Alco Pr.	RS-11	B-B	61,400	249,800	1956	4
310	2400	Alco Pr.	RS-27	B-B	64,025	246,300	1960	
311	2400	Alco Pr.	DL-640A	B-B	64,250	259,500	1963	
312	2400	Alco Pr.	DL-640A	B-B	64,125	255,100	1964	
313-314	2400	Alco Pr.	DL-640A	B-B	64,525	256,200	1965	5
315	3000	Alco Pr.	DL-430	B-B	65,600	263,400	1968	
316-318	2400	Alco Pr.	RS-27	B-B	64,250	253,100	1962	6
503	1500	Alco-GE	FA-1	B-B	58,500	232,500	1947	7
506	1500	Alco-GE	FA-1	B-B	58,500	232,500	1947	7
507	1500	Alco-GE	FA-1	B-B	58,500	232,500	1949	7

Effective date: July 6, 1977. Sources of information: GB&W, United Electric Coal, Wisconsin Power & Light, Nekoosa-Edward Paper Material Service Corp. Units on present roster: 301, 303-318.
(1) 101 was sold to United Electric Coal, renumbered 1 (4/11/56); then sold to Material Service, renumbered 49-0159.
(2) 102 sold to Nekoosa-Edwards Paper Co., renumbered 12 (7/68).
(3) 302 scrapped. 304 sold to the Michigan Northern and renumbered 1501 (1976).
(4) 309 was originally Kewaunee, Green Bay & Western 309, then GB&W 309. Rebuilt to 2000 hp.
(5) 314 was originally KGB&W 314, then GB&W 314.
(6) 316-317 were originally Chicago & North Western 902-903 (1st); then Alco Products 902-903; then GB&W 316-317. 318 was originally C&NW 901 (2nd), then Alco Products 901, then Precision National 901, then GB&W 318.
(7) 503 was renumbered 506 (4/49). This unit and 507 were scrapped.

Green Mountain Railroad

302	1000	Alco-GE	S2	B-B	69,420	231,400	1948	1
303	1000	Alco-GE	S4	B-B	69,420	231,400	1950	1
305	1000	Alco-GE	S4	B-B	69,420	231,400	1950	1
400	1000	Alco-GE	RS-1	B-B	72,900	243,000	1948	2
401	1000	Alco-GE	RS-1	B-B	73,000	243,400	1950	3
405	1000	Alco-GE	RS-1	B-B	72,000	242,400	1951	4

Effective date: Sept. 1976. Source of information: GMRR. Units on present roster: 302-303, 305, 400-401, 405. No. 301 is railroad class DES-1, 303 and 305 are DES-2. All others are DRS-1.
(1) 302-303, 305 were originally Delaware & Hudson 3026, 3036, 3050; then GMRR 302 (10/24/69), 303 (3/11/66), 305 (10/24/69).
(2) 400 was originally Illinois Terminal 753, then IT 1053, then Gulf, Mobile & Ohio 1053, then Illinois Central Gulf 1053, then GMRR 400 (7/76).
(3) 401 was originally IT 756, then IT 1056, then GM&O 1052, then ICG 1052, then GMRR 401 (7/76).
(4) 405 was originally Rutland 405, then GMRR 405 (6/14/65).

Greenville & Northern Railway

9	600	GE	70-ton	B-B	35,000	140,000	1949	1
70	600	GE	70-ton	B-B	41,300	140,000	1948	
75	600	GE	70-ton	B-B	41,300	140,000	1951	3
78	400	GE	44-ton	B-B	26,400	88,000	1951	2

Effective date: June 27, 1977. Sources of information: G&N, Claremont & Concord, George R. Silcott, Donahue Co. Units on present roster: 9, 70, 75.
(1) 9 was originally Sanford & Eastern 9, then C&C 9, then Greenville & Northern 9 (4/75).
(2) 78 was originally Suncook Valley 3, then S&E 18, then G&N 78, then C&C 17 (5/61), then George R. Silcott 17, then sold to Donahue Co. Ltd., where it had no number.
(3) 75 was leased to the Montpelier & Barre, renumbered 24 (3/58); then returned to the G&N, renumbered 75 (11/60). ●

HOBBY CLUB

conducted by Sy Reich

DARRELL ARNDT, ed. of Rocky Mountain Railroad Club's newsletter, *Rocky Mt. Rail Report*, recalls summertime narrow-gage riding, albeit a report of last year's final passenger count on Denver & Rio Grande Western's Silverton train and Cumbres & Toltec Scenic. Darrell says Silverton had its best year yet in '77, with 120,228 passengers, up from 114,698 in '76, while C&TS carried about 29,500, compared to 25,937 the year previous. We don't know yet when either line will highball its first train for the 1978 tourist season. When we do, we'll pass it on to you.

WARM WEATHER whiffs of apple blossoms and such stuff emanate from the May 5-7 date for 4th annual weekend in the Alleghenies on an authentic logging train from Cass to Bald Knob, W. Va., with an Allegheny Central ex-Canadian Pacific G-5 doing the honors. Free cab rides, photo run-bys, train crew banquet at Cass on Sat. evening, and an optional Starlight Special the day before, with Bar-B-Q supper enroute. Send large SSE to CALS, Inc., 9617 Hillridge Dr., Kensington, Md. 20795.

Further south, everyone at Atlanta-NRHS should be busy right now planning their annual Dogwood Specials, usually run in April. North Alabama Railroad Club's always-popular early-May school special lies ahead. And don't forget Tenn. Valley Railroad Museum will have its first rail run of '78. Also Florida's Gold Cost Railroad at Ft. Lauderdale should keep your thoughts in warm channels. R&LRS's George Basch and his Emma spend many an away from Jamaica, N.Y., winter, close to the Gold Coast line. And I know several others just as lucky.

In early May, Howard F. Greene, prez, will preside over the annual Railway & Locomotive Historical Society meeting, held this year in Cambridge, Mass., with side trips planned to the Edaville R.R. and Boston-area rail-riding, plus the gala Society dinner with a top speaker.

Earlier that month Mass. Bay Div. of Railroad Enthusiasts will run a Sat., April 1, fantrip from Boston to Portland. If you want to ride behind a couple of D&H Alco PA's, now with MBTA, here's your chance. The PA's will be hauling conventional coaches, making photo stops and run-bys, with $29.95 being the roundtrip tab. Details from Trip Committee, P.O. Box 136, Ward Hill, Mass. 01830.

Then, still skipping around New England, a month later, the New Haven Railroad Historical & Technical Assn. will hold its annual reunion on May 6 at Essex, Conn., riding the Valley R.R. and enjoying a flea market with dealers, model displays, and slide programs, 9:30 a.m.-5:30 p.m. write Gordon Cochrane, 256 Central St., Foxboro, Mass. 02035.

IN CALIFORNIA, where you would love to soak up sunshine, don't miss the regular operation every Sat. and Sun. (11 a.m.-5 p.m.) of Jim Walker's popular Orange Empire Ry. Museum at Perris. Also, there are the Ghost Town & Calico Ry. at Buena Park; the Calistoga Steam Railroad at Calistoga; the Laws Railroad Museum & Historical Site at Bishop; the Roaring Camp & Big Trees Narrow Gauge at Felton; the Sierra R.R. at Jamestown; the Calif. Western (Ft. Bragg-Castro Pt.) Railway at San Leandro, and the Bay Area Electric R.R. Assn., between Fairfield and Rio Vista. In the Midwest, Clyde Anderson has some good motor excursions planned for St. Louis-NRHS on April 1 and 2; May 6, and May 27-29.

YOU'RE MISTAKEN if you think the rail modelers are active only in winter time. A case in point is the 4th annual railroadiana sale and show sponsored by Tri-State-NRHS on April 9. Over a quarter-mile of railroadiana will be purchasable at Dover Senior High School in Dover. For more info, write Frank Reilly at Box 255, Dover, N.J. 07801.

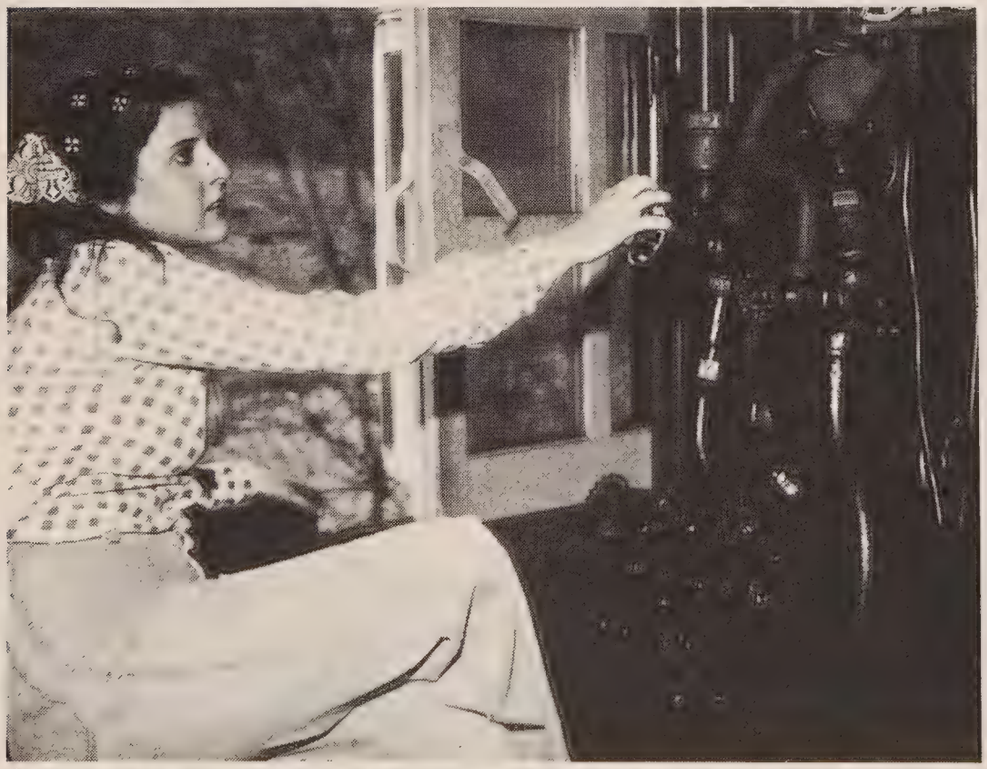
The NMRA-MCR "Rails Are Great in '78" Mid-Central Region convention will be staged May 12-14 at Hospitality Motor Inn-South near Cleveland (Independence) Ohio. Details from Al Mallory, 1610 Treadway, Cleveland, Ohio 44109.

And in the same state the 4th annual model railroad extravaganza May 6-7 at Ramada Inn, Cleveland (Middleburg Heights). Contact Herb Parkhurst, 9220 Cambridge Ave., Cleveland, Ohio 44105.

Plus lots more railfan doings that we haven't heard about. These ramblings give you an idea of why we are looking ahead to when once more the voice of the turtle dove will be heard throughout the land.

LAST MONTH we carried a who, what, where, and when list of railfan 1978 calendars. In case you missed it, here's a recap, plus a few others. New York Central System Historical Society offers an excellent 11x17" wall-size, with glossy steam, diesel, and juice photos, for $3. (Ohio residents include sales tax) Contact NYCSHS, Inc., 2292 N. River Rd. N.W., Warren, Ohio.

Orange Empire Railway Museum, now in its 21st year of quality calendars, has an 11x17" wall hanging of



Sally Showalter, one of the few 17-year-old "firemen" in the U.S., shown on the left side of Alleghany Central's ex-Canadian Pacific 4-6-2 No. 1286 at Lovington, Va. Her father owns and operates the 17-mile line.

George Clinebell, Box 313, Ronceverte, W. Va. 24970

steam and electric rail scenes in U.S. and Canada for $1.95. (Calif. residents add 6 percent sales tax); mailed 3rd class, so allow possibly 4 to 5 weeks for delivery. For 1st class add 50¢. Address California Southern Railroad Calendar, Dept. R, P.O. Box 221, Walnut, Calif. 91789.

From the Railroadianas of America you can get a good 9x12″ sizer by addressing Wilson Jones, secretary, 105 Fairmount Ave., Hackensack, N.J. 07601. We'd still like to obtain an all-Heisler calendar in '78 from any source, including the Lake Shore Railway Historical Society. For the third year, they offer one showing 13 rare, hitherto unpublished 8x10″ builders' pix of Heislers on a 11x17″ format at $3.95, 3rd class mail postpaid. Add 25¢ each for 1st class postage. (Pennsylvanians add 6 percent sales tax.) Jim Caldwell and Roger Stebbins, among others, have a good one here. Write LSRHS, Inc., P.O. Box 571, Dept. R., North East, Pa. 16428.

Gordon Lochrane and the New Haven Railroad Historical and Technical Assn. sell a beauty carrying 13 pix of New Haven steam, juice, and diesels on glossy paper for $3.25. Write Gordon at 256 Central St., Foxboro, Mass. 02035.

Washington state's Inland Empire Railway Historical Society: John Konen and Jerry Quinn offer a calendar with interesting rail scenes in the Pacific Northwest at $2.50. That's ISRHS, P.O. Box 4537, Spokane, Wash. 99202.

Al Kerr, Dave Smith, and Buffalo-NRHS are proud of their '78 edition featuring steam, diesel, and electric pix in western New York State, selling for $2.75 ppd. Contact Buffalo Chapter at 415 E. Union St., Lockport, N.Y. 14094.

Electric Railroaders Assn. is publicizing its wall-size, spiral-bound, with trolley and interurban scenes, $2.50. Also its steam wall-size, $2.50, and appointment size, $2.95. Contact ERA at 4 W. 40th St., New York, N.Y. 10018.

Iowa Railway Historical Museum offers all-electric and all-steam calendars at $2.50 each, and appointment with pix, $3. Writer Elmer Carr, IRHM, 1510 Silverwood Dr., Ottumwa, Iowa 52501.

Michigan Railroad Club has a 10x16″ foldout wall-type with pix of Michigan railroading going for $2.50. Send to MCR Calendar, P.O. Box 586, Dearborn, Mich. 48121. This is one way railfan clubs are able to make a buck for their treasury. We hope they have a sellout.

ALLAN OXLEY, 3010 Briarwood Dr., Kalamazoo, Mich. 48005, seeks info. on the Chicago & Kalamazoo Terminal Ry. of long ago, also the Grand Trunk Rapids Belt. And Veronica Quist, 100 Hempstead Rd., Spring Valley, N.Y. 10977 wants to hear from anyone interested in railroad bridges.

Christmas card drawn by Ernie Towler, *Interesting Railfan* No. 182, shows SP's cab-ahead Truckee-to-Norden, Calif., helper engine stopped on return to Truckee in Dec. '49 so dad Fowler can select family Christmas tree.

Paul Berlin, 1636 E. Okmulgee, Muskogee, Okla. 74401 needs info. on the Missouri, Kansas & Texas Ry. Historical Society. He also asks if Katy steam engines are preserved anywhere.

Peter Lewis, 45 Westbourne Rd., Downead, Bristol, England 1019177, is planning to build a large diesel-electric scale model 1 1/156″ to the foot, scale and needs general arrangement drawings and pix. The scale of drawings are not important, although he'd like, if possible, to have dimensions as well. The size of power plant he intends to use is limiting his choice of design. It would be helpful if the drawings are of locos utilizing the full American loading gage. Peter says he'll pay all reasonable costs.

CHARLIE SMITH, chairman of New York Chapter, R&LHS, and chairman of New York Central System Historical Society, is active in those railfan circles, but as a Conrail manager-mechanical engineering out of Philadelphia, Pa., he is busy in other rail fields as well. Charlie has been presented the Smokey Bear Award for outstanding achievement in forest-fire prevention. The award, given in Washington, D.C., by the Advertising Council, Inc., the National Assn. of State Foresters, and the U.S. Forest Service, is for Charlie's design for an internal locomotive manifold swirl rentension spark arrester. The spark arrester, first used by the Penn Central, has been adopted system-wide by Conrail for use on all 16-cylinder naturally aspirated locomotives. It reduces the number of wayside fires caused by carbon sparks emitted by diesel locomotives.

Working with Pennsylvania's Department of Environment Center in Calif., Charlie got his spark arrester approved in 1975. Says he: "Our arrester is up to 99.9 percent efficient, and the AAR and Commonwealth of Pennsylvani's requirements require only a 90 percent efficency rating." Charlie, a 20-year rail veteran of New York Central, Penn Central, and now Conrail, is working on a similar device for 12-cylinder locomotives.

CANADIAN AND U.S. rail frequency radio fans should be interested in a Canadian Railway Radio Guide for $5 authored by Kenneth A.W. Gansel. According to the Canadian Railroad Historical Assn., it's the most comprehensive edition yet. CRHA says it covers 99 percent of Canadian private and industrial shortlines. CNR has the biggest play, with 5 pages of frequency info; CPR has 3 pages. The book has a total of 18 pages of radio frequency lists used by Canada's railways, confirmed by Communications Canada frequency lists and by railfans who, incidentally, are aided to a great extent by two maps of Canada which help in finding CNR and CPR frequencies.

New companies in the recent edition are Asbestos Corp. Normandie Ry., Conrail of Canada Ltd., Esquimalt & Nanaimo, and Spruce Falls Power & Paper Co. Ry., plus major changes to CNR, CPR, White Pass & Yukon, and Burnligton Northern Manitoba Ltd. Order from Gansel Publications, CRRG-Sales, P.O. Box 1108, Niagara-On-The-Lake, Ont., LOS 1JO, Canada.

AN INTERESTING street car RPO survey is being conducted by Mobile

It won't be too long before Chessie specials and Dixie railfan engines 610, 630, 750, and 4501 begin steam trips heralding the start of another season such as Atlanta-NRHS's 750 at Stockbridge, Ga., in '66.

From book, *Southern Steam Specials*, by Mike Eagleson and Ron Ziel

BOOKS of the RAILS

by Gorton T.H. Wilbur

The Railroad That Came Out At Night: A Book of Railroading In and Around Boston, by Frank Kyper, 160 pages, 6¼x8¼", hardbound, photos, map diagrams, rosters, The Stephen Greene Press, $7.95.(Available from Railroad Magazine Book Service.)

Frank Kyper, one of our *Interesting Railfans*, has long belonged to rail historical groups, besides several years of active railroading with the Boston & Maine. His harrowing recollection of tending a B&M crossing on the day when Chelsea, Mass., burned up in front of him makes Frank a first-hand Boswell of the experiences related in this book. It is an entertaining potpourri of rail oddities for the buff and historian.

If you have ever wanted to challenge Frimbo's rail-riding record and think you've seen it all except in and around Beantown, try Frank's rail adventures! You'll like them. The "railroad that came out at night" was something else. I can remember seing the rails of Boston's Union Freight, but as many times as I was in town for a Red Sox game, I never did get down to the dock area after dark to view the operation. I guess it was just too late for this country boy. Now, I wish I had.

That road had a long line of interesting steam power (covered in Frank's roster), ending with four Climax engines prior to the GE diesels. Another line he writes about in the Boston area is the Fore River R.R., or as Frank calls it, "the railroad that carried battleships." Good treatment is given to Alan Pegler's arrival in Boston Harbor with his *Flying Scotsman*, and his great hopes of a successful American tour. To me, the most intriguing chapter in Frank's book is his eye-witness account of the big Chelsea fire and how close to him it snapped, popped, and crackled. He also covers a long-neglected landmark, South Station, and South Boston's almost forgotten rail yard.

I commend The Stephen Greene Press for this fine book, which carries on its shortline rail series that has included, among others, *The Up-Country Line, A Short Haul to the Bay, The Railroad That Dies at Sea,* and *Rails Under the Mighty Hudson.*

Baltimore & Ohio R.R. Standard Plans For Maintenance-of-Way and Construction, edited by H. Vaughn Smith, M.D., for Akron Railroad Club, 139 pages, softbound, spiral binding,

Post Office Society's Doug Clark in conjunction with the Towle *U.S. Transit Markings Catalog* in preparing a monograph for each city which had streetcar mail service. The postmark types, which will form the heart of each monograph, will be assembled with the help of surveys sent to collectors. So far, surveys have been prepared for Brooklyn, San Francisco, Philadelphia, and Baltimore. Contact Doug for more info at Box 51, Lexington, Ga. 30658.

AND WHILE on the subject of postal doings, the U.S. Postal Service will issue a special commemorative issue this May on the life of Jimmie Rodgers, the "Singing Brakeman," who added considerable rail folklore to the nation's music during his brief life.

Rodgers, a friend of railroad historian Freeman Hubbard, died in 1933 of tuberculosis at 35. It hasn't been decided where the first-day issuance will take place, but many railfans and the Jimmie Rodgers Memorial Festival hope it will be Rodgers' hometown of Meridian, Miss., where he was born, grew up, surrounded by music, and lies buried. Originator of the stamp is Henry Young of Temple, Texas, a retired engineer. Readers interested might like to help the cause by writing to Postmaster General Benjamin F. Bailar, U.S. Postal Service, Washinhington, D.C. 20260.

Special commemorative stamp on life of Jimmie Rodgers, the "Singing Brakeman," will be issued in May.

CONN. ELECTRIC RAILWAY is always working on ways to improve its operation. A short while back, it bought Niagara Jct. Ry, line-car No. 1 from Conrail, which owns its trackage in western New York State. J.G. Brill built the trolley as an open car for Morris County Traction Co. early in this century. The car was sold to Niagara Gorge Ry. in the mid-1920s, where many sightseers rode it over the famous Niagara Falls route.

It then went to the NJR. Shipping it to Warehouse Point is not cheap. The boys need money to help pay for the move. Funds are needed also to rebuild the Borrup (Roger, I believe) Crossing, and to do all or part of the mainline extension for 1978 operation. Send donations to Conn. Electric Ry., P.O. Box 436, Warehouse Point, Conn. 06088.

THE LAKE SUPERIOR Museum of Transportation in Duluth, Minn., has many fine exhibits, but with the dedication recently of a two-unit Milwaukee electric (GE 1915) juicefans have a decided plus for future visits. The electrics were taken out of service in 1974, kept for eventual permanent display, andthen restored to their original appearance at the Milwaukee shops before going on to the Duluth museum. ●

8½x11″, with diagrams, drawings, text, $10.50. (Available from Railroad Magazine Book Service.)

Dr. Smith, besides being an Ohio physician in good standing, is president and editor-in-chief of the Akron Railroad Club. Rail historians and especially B&O modelers are indebted to him for this good 1907 reproduction. He praises Paul Moyer, B&O-C&O superintendent of maintenance in the Akron area, for coming up with the original material from an old B&O maintenance-of-way shed. But it was Doc who persevered and published this early 20th Century booklet with covers in the time-honored B&O gold and blue colors.

The Doodlebugs, by John B. McCall, 256 pages, 9x12″, hardbound, photos, drawings, maps, Kachina Press, $26.95. (Available from Railroad Magazne Book Service.)

The author has chosen his favorite rail line, the Santa Fe, for the once-ubiquitous doodlebug. Any learned railfans knows that while ATSF had a whole flock of these mostly branch-line gas-electrics, the "Route of the Chief" was not alone in doodlebug operation. As the afternoon steam accommodation train, among others, began to disappear, due to increased costs and decreased passenger riding, the gas-electric with its sick-cow horn and roaring motor took over the trip up-country from Junction City. Now that John has gotten his feet wet with a good look at Santa Fe doodlebugs, maybe he'll do an overall book on similar operations in the U.S. and Canada.

I've never been a gas-electric fan myself (they chased to an early scrapyard many of my favorite Central Vermont steam engines), but I recommend this book for anyone interested in its development from the early McKeen car, EMC, to a Budd 85-foot RDC-1 diesel-hydraulic car. This is a stretch of Santa Fe time from 1906 until the 1950s. John has covered a lot of ground in 256 pages, including over 300 glossy-sharp photos, many in color. Model fans will enjoy his diagrams and drawings.

The doodlebug itself failed to get full support from the cab crew. They found it efficient, but never gave it the sentimental praise of the steam locomotive. People had to ride it because train No. 8, formerly hauled by a 4-6-0, was now a gas-electric battery job made up of an RPO and a combination car. Its existence was due to management finding the motor train less costly to operate. The motor car's conversion from gasoline to diesel power afforded more in the way of dollar-stretching, as well as dependability and safety, but time and technology had passed them by. The doodlebug represented an idea in transition. As a concept of railroading, its first toddling steps evolved too quickly into old age. By fertilizing the development of the diesel locomotive, it consigned itself to obscurity.

Santa Fe doodlebug No. M126 on mixed train 42 at Freedom, Okla., in Sept. '60. Doodlebugs took over many costly steam branch-line trips.

Fred M. Springer, 17 Glen Oaks Ave., Summit, N.J. 07901

Train Shed Cyclopedia, No. 58: Locos of the 40's and 50's (Diesel), Part 7 from the 1941 *Loco Cyclo.* and *Railway Mechanical Engineer*, 64 pages, softbound, 8¼x11½″, reprint from original edition, pix, specs, scale drawings, text matter, $4.50,, published by Newton K. Gregg. (All these cyclopedias available from Railroad Magazine Book Service.)

Train Shed Cyclopedia, No. 59: Freight and Passenger Cars (Part 3) from the 1898 *Car Builders' Directory*, 64 pages, softbound, 8¼x11½″, reprint from original edition, specs, scale drawings, pix, text matter, $4.50.

Train Shed Cyclopedia, No. 60: Locos of the 40's and 50's (Diesel) Part 8 from the 1941 *Loc. Cyclo.* and *Railway Mechanical Engineer*, 64 pages, softbound, pix, scale drawings, specs, text, $4.50.

New Haven Pacific No. 1095 with Hartford train enroute to Boston's South Station steams over area Frank Kyper writes about in his current book.

Collection of Gorton T. H. Wilbur

Journals and Periodicals

NATIONAL RAILWAY BULLETIN, edited by Wm. C. Wagner, one of our *Interesting Railfans*, for the National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103. I enjoyed this edition, reading the lead article, "By Rail from Chicago to San Francisco in 1878," highlights from an 1880 book, *Bits of Travel at Home*, authored by Helen Hunt Jackson. Also, Arthur M. Bixby, Sr., has a good piece on the New

Haven's Santa Fe's. As they played a role in the dear old Central New England this would interest such CNE stalwarts as Ed Colgan and Bob Adams. I also liked "Constructing the Lackawanna Cutoff," with photos and data from the collection of J.W. Stocks. NRHS members might like to know of back issues of the *Bulletin* still available. Send SSE for the list, etc. to Paul T. Hee, 159 W. Julianna Dr., Churchville, Pa. 18966.

THE LENSMEN, Feb. '78, is edited by John R. Taibi (an *Interesting Railfan)*, Box 300, West Brentwood, N.Y. 11717, with 14 pages, softbound, 8½x11", with very good pix. It is published quarterly for $1.25, annually $4.50, Canada $5.25, overseas, $6.25. Sample copies and back issues $1 each. Write John for back copies and photo requirements. In this one he has some good dramatic CP Rail, UP, and Conrail diesel shots. Also CN 2476, in smoking majesty, rolling the Allandale-to-South Parry way freight near Shanty Bay, Ont., years ago.

CANADIAN NATIONAL ELECTRIC LINES is edited and published by T.G.J. Gascoigne, Canadian National Electric Lines Historical Group, P.O. Box 565, Oshaway, Ont., Canada L1H 7L9. It covers all facets of the Oshaway Ry.; Niagara, St. Catharines & Toronto Ry.; Niagara, St. Catharines & Toronto Steamship Co.; Toronto Suburban Ry.; Toronto Eastern Electric Ry.; St. Clair Tunnel Co.; Montreal & Southern Counties Ry.; Mt. Royal Tunnel & Terminal Co., and Canadian National Transportation Lts. Write Tom for price and next publishing date.

THE BAR NEWSLETTER is edited by Robert C. Baker, Jr., P.O. Box 562, Brunswick, Me. 04011, for Bangor & Aroostook Railroad Historical and Tech. Society. To learn more about this quarterly and the Society itself, contact Don Greenburg, president, 5 Alden Pl., Hartsdale, N.Y. 10530.

HEADLIGHTS is edited by Fred W. Schneider III and Howard White, P.O. Box 68, Lancaster, Pa. 17604, and published by Electric Railroaders Assn., 4 W. 40th St., New York, N.Y. 10018. *Headlights* is sent free to all members of ERA (dues $10 annually plus $1 initiation fee). Subscriptions for non-members, $12 per year. Industry, $25 for 3 copies per month, additional monthly copies $5 a year. Only public agencies and firms in the transportation field are eligible for industry subscriptions. Send foreign news and feature items to John F. Bromley, 716 The West Mall, Apt. 1007, Etobicoke, Ont., Canada M9C 4X6. All other editorial matter should go to Fred and Howard at Lancaster. It's a good electric fan journal. Incidentally, with each copy of *Headlights* is enclosed a good offset *Headlights News Journal* 12-page supplement edited by Dave Williams III. A real bonus for being an ERA member.

THE RAILWAY HISTORY MONOGRAPH, edited by Wm. F. Rapp, an *Interesting Railfan*, with pix, maps, drawings, text, J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333; $6 annually, published quarterly, $2 single copy. Good research journal of railroads, trolleys and interurbans. ●

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
GRAND TRUNK WESTERN RAILROAD, by Patrick C. Dorin	$14.95	(14.25)
THE BEST OF B&O, by Herbert H. Harwood, Jr.	$10.00	(9.50
VANISHING MARKERS, by Ralph E. Fisher	$14.95	(14.25)
PENNSYLVANIA'S K-4 LOCOMOTIVE, by Harry P. Albrecht	$ 3.25	(3.10)
MORE RAIL CLASSICS, edited by W.C. Jones and Chas. Alby	$16.50	(15.75)
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TRAINS OF NORTHERN NEW ENGLAND, by John Krause	$ 7.50	(7.15)
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ACROSS NEW YORK BY TROLLEY, by Frederick A Kromer	$ 3.95	(3.75)
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GRAND CENTRAL: WORLD'S GREATEST RAILWAY TERMINAL, by W.D. Middleton	$17.95	(17.05)
RAILROADS OF ARIZONA (Vol. 1: Southern Roads), by David Myrick	$19.50	(19.00)
RAILROADS IN AMERICA, by Oliver Jensen	$34.95	(33.20)
THE STREAMLINE ERA, by Robert C. Reed	$24.95	(23.75)
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MILE-HIGH TROLLEYS(Second Edition)	$12.95	(12.35)
PENNSY STEAM AND SEMAPHORES, by Fred Westing	$13.95	(13.25)
GREAT ROCK ISLAND ROUTE, by Edward F. Gardener	$ 5.00	(4.75)
EARLY MOTIVE POWER OF B&O, by Snowden Bell (reprint)	$ 8.95	(8.50)
CINCINNATI & LAKE ERIE RR, by Jack Keenan	$17.95	(17.05)
HISTORY: ATCHISON, TOPEKA & SANTA FE, by Bryant	$12.95	(12.35)
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THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)
THE YELLOW CARS OF LOS ANGELES	$27.50	(26.10)

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Baigley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: April issue closed Jan. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

TIMETABLES FOR SALE: Public and employee. New lists and specials issued regularly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518. Will buy your collection of railroad paper items for top dollars.

RAILROAD MAGAZINE, RMC, Trains. MR, Official Guides, other rail periodicals from 1930s, '40s to present. Full years and singles. List SSE.—F&W Enterprises, Box 65, Richardson, Texas 75080.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful certificates $2. I am eager to buy stocks, bonds, and Western railroad passes. Write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

FOR SALE: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

COLOR—HAND-PAINTED steam train photo enlargements. Black and white. Sets of three. NYC, NKP, ERIE, PRR, others. Send SSE for details—F.W. Mascaro, Box 4931-R, Fairview Park, Ohio 44126.

RAILROAD CAP, BADGES. My accumulation/collection of old authentic badges for sale. Low prices and prompt service. Free list, but SSE required.—Utberg, Box 420, Edinburg, Texas 78539.

OLD STATE, RAILROAD, AND COUNTY MAPS, 70 to 110 years old, all states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

OUR LINE OF 41 STEAM and electric railroad sound recordings being remastered to 12". Free information on pre-production savings plan.—Railroad Record Club, Hawkins, Wisc. 54530.

RAILROADIANA COLLECTION items being sold. Lanterns, hat badges, loco headlights, builders' plates, switch lamps, etc. Send large SSE for list.—Dick Aichele, Box 184, Little Falls, N.J. 07424.

TINPLATE WIDE-GAGE trains, accessories, catalogs, wanted!—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

AMERICA'S LEADING BUYER (over $60,000 every year) pays more for most fine old railroad collector's items, any quantity. Why sell for less?—Scott Arden, 20457 Highway 126, Noti, Ore. 97461.

MAINE TRACTION. Photographs sent on approval; you pay postage both ways. Portland Railroad, Portland Lewiston Interurban Ry; Biddeford & Saco; Androscoggin & Kennebec; Atlantic Shore Line; York Utilities; Bangor Hydro; Aroostook Valley; Somerset-Rutland-Bath-Citizens Electric Ry; Laconia St. Ry.; Calais-Lewiston, August & Waterville; Waterville, Fairyville & Oakland, plus many others. Size 616; 70¢ each; size misc. 95¢ each; size 122, $1.10 each; Jumbo 122's, $1.20 each; 4x5's, $2 each; 5x7's, $5 each; 8x10's, $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

MAINE TRACTION. Negatives, original and copy, sent on the approval basis; You pay postage both ways. Same lines as noted in our photograph adv. No list; state wants.—Railway Negative Exchange; P.O. Box 408, Moraga, Calif. 94556.

RAILROAD COLLECTORS SALE AND SHOW. Oak Brook, Illinois, Holiday Inn, March 19, 1978. Admission $1. For space, shows, write P.O. Box 215, Aurora, Ill. 60507. Phone (312) 859-8884.

SANTA FE DIESEL SAMPLER. Our March special of ten color slides for $5.,40 features various models and paint schemes plus our extensive steam and diesel listing.—The Train Hound, 360 Fawk Street S.E., Salem, Ore. 97302.

SEND LARGE SSE FOR RAILROADIANA sale list, tts, rule, rule books, china, keys, locks, lanterns, hardware, etc.—John Yates, 125 E. Oakland Ave., Oaklyn, N.J. 08107.

BACK ISSUES: Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains, others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

WANTED: STEAM, ELECTRIC, and diesel locomotive builder's and number plates. Have some plates to trade or will purchase outright.—Ron Muldowney, 10 Bloomingdale Dr., Apt. 703, Somerville, N.J. 08876.

STEAM PHOTOS 5x7, Eastern, Midwestern, Western Class 1, shortlines, industrials. List 25¢ coin.—Wm. E. Hoffman II, 326 S. East Ave., Baltimore, Md. 21224.

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In decorative logo wall clocks, plaques, Belts & Buckles, key chains, Fobs, Pen Sets, Tie Tacs, jewelry, Conductors Buttons. Quantity Custom designs available. Industrial Inquiries Welcome.
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Wonder Lake, IL 60097

FOR SALE: Negatives 1936-1948, mostly steam locomotives, SP, Virginia-Truckee, shortlines, $1 to $10 up. Some books, rare pamphlets, etc. Send SSE.—Ted Wurm, 122 Monte Vista, Oakland, Calif., 94611.

"ALGOMA EASTERN RAILWAY," by Dale Wilson, a new book on northern Ontario rail history. 52 pages, soft cover; 8½x11e size; over 70 photos; 3 maps; timetables. $3.25 plus 75¢ postage and handling per copy from Nickel Belt Rails, Box 483, Station B, Sudbury, Ont., Canada P3E 4P6.

AUTHENTIC 3-D COLOR REPRODUCTIONS from original engravings in extraordinary detail and exact scale: Heavy Pacific, Ten-Wheeler, Diamond Stack, Best Friend of Charleston, Manx Trolley, others: 11½x5½₂₈, $6.98 each, 4 for $26. Catalog $1 (refundable 1st order).—Aven Enterprises, 10572 Morning Glory Circle, Fountain Valley, Calif. 92708.

BOOKS, OLD AND RARE, Colorado, general railroad, 30 percent off retail. Send SSE for list.—William McKown, 1625 Stoner Ave. √5, Los Angeles, Calif. 90025.

TIMETABLE COLLECTIONS WANTED. Excellent prices, travel anywhere in southern Florida.—Dick Clover, 140 Sabal, Ft. Myers Beach, Fla. 33931. Phone (813) 463-5404.

"BUFFALO-LAKE ERIE TRACTION," "Grape Belt Route," 10 maps, 3 rosters. "Erie Railway," plans 600's-800's, 430 photos, $9.50.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

RAILROADIANA CATALOG, over 800 items, most railroads, little of everything. Due to cost of printing, must charge $1.—Mike Billet, Box 206, Red Lion, Pa. 17356.

FOR SALE: Hundreds of railroad public and employee tts, guides, travel folders, books, etc. We provide low prices with fast expedite delivery.—Flagstop, Box 74, Glenview, Ill. 60025.

OLD RAILROAD MAGAZINES for sale. 1930s, 1940s, 1950s. A few Official Guides. Southern Railway tts. SSE for list.—Dan M. Bowmar, 1566 Tates Creek Rd., Lexington, Ky. 40502.

WANTED: Photos, slides, negs of LIRR 2063 *Poquott*, PRR 8139 *Pine Falls*, bedroom-lounge.—Don Jilson, Box 12, Lowman, N.Y. 14861.

FOR SALE: U.P. switch lamp, other lamps. Send SSE.—W.H. Eaton, 373 Dorothy Ave., Ventura, Calif. 93003.

S. PETER GARY, 2237-B 35th St., Los Alamos, N.M. 87544, sells 616 NKP negatives, steam and diesel. List for SSE.

WANTED: Pre-1967 original locomotive slides; steam, electric, cab diesels. No tourist roads or fantrips. Details first letter, please.—W. Woelfer, 149 S. Eastland Dr., Lancaster, Pa. 17602.

BREAST BADGES: RPO, rr. police, etc. List 25¢.—Reilly, 16 Sanford St., Dover, N.J. 07801. ●

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Copper Canyon & Trip of a 1000 Wonders—Subway, Street Cars, Sahagun Car Factory—Private Cars SOONERLAND & MISTLETOE—Mexico City & Guadalajara yards & shops

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Coming Events

(No charge for listing here)

April 1: Boston, Mass.—Portland, Me., round-trip with leased D&H Alco PA's hauling first train of conventional passenger equipment over old B&M route in 18 years. Photo run-bys, high speed operation, others. Seating limited. Contact Mass. Bay Div. RRE, Box 136, Dept. R, Ward Hill, Mass. 01830.

April 9: 4th annual railroadiana sale and show, Tri-State-NRHS. Over a quarter-mile of rail material for sale. Indoors at Dover Senior High School (just south of I-80 off Rte. 15), 10 a.m.-5 p.m. Tickets $1, kids 50¢, (or 50¢ more if paid at door).—Details from Frank T. Reilly, Tri-State-NRHS, Box 255, Doven, N.J. 07801.

April 9: Central Penn Train Meet, Fishing Creek Community Bldg., Exit 16 off Interstate 83, just south New Cumberland, Pa., 9 a.m.-3 p.m. Pre-registered admissions $2 single, entire family $3. At door $2.50 single, $3.50 family. Tables (8 ft.) $4. Info from D.C. Bowers, 2213 Old Gettysburg Rd., Camp Hill, Pa. 17011.

April 22, 23: Nashua Valley Railroad Assn., Inc., Railfair '78 and 16th annual open house, Bolton, Mass. Dealer and manufacturers displays, rail movies, clinics, demonstrations, white elephant sales, prototype displays, operating layouts incl. NVRRA large HO scale layout. Sat. 12 noon-8 p.m., Sun. 12 noon-6 p.m. Adults $1, kids 6-12 50¢. Write Geo. A. Bishop, c/oSMP Industries, P.O. Box 72, Hudson Rd., Bolton, Mass. 01740.

May 5-7: 4th annual Railroad Weekend in the Alleghenies. Incl. authentic logging train, Cass to Bald Knob, W. Va. Heavyweight passenger special on Allegheny Central with ex-CP G-5 Pacific and open platform private car. Both trains limited to 45 adults. Free cab rides, photo run-bys. Single fare $48.80. Train crew banquet, Cass, Sat. evening. Optional Starlight Special Fri. with Bar-B-Q supper enroute, night photos at Cass, $22. Send large SSE to CALS, Inc., 9617 Hillridge Dr., Kensignton, Md. 20795.

May 6: New Haven Railroad Hist. & Tech. Assn. Annual Reunion on Valley R.R., Essex, Conn. Early morning steam extra with photo stop, flea market, dealers, model displays, slide programs, 9:30 a.m.-5:30 p.m. Contact Gordon Cochrane, 256 Central St., Foxboro, Mass. 02035.

May 6, 7: 4th annual model rr. extravaganza, Ramada Inn, I-71 and Bagley Rd., Cleveland (Middlebury Heights) Ohio. Flea market, operating layout, clinic, displays, free parking, Adults $2, kids $1, family maximum $3. 10 a.m.-6 p.m. Info from Herb Parkhurst, 9220 Cambridge Ave., Cleveland, Ohio 44105.

May 12-14: "Rails Are Great In '78," Spring Mid Central Region, NMRA convention, Hospitality Motor Inn-South I-77 at Rockside Rd., Cleveland (Independence), Ohio. Prototype tours, displays, clinics, more. Details from Al Mallory, 1610 Treadway, Cleveland, Ohio 44109.

May 13: Railfan Day at Canadian Railway Museum, St. Constant, Que. Photograph rare historical equipment normally kept inside museum. Free rides on operational equipment. Charter bus service available from downtown to museum site. All for $10. Info from Museum Day, CRHA Excursions, P.O. Box 22, Station 'B', Montreal, Que. H3B 3J5, Canada.

May 20-21: annual Cass Scenic Railfan Weekend. Steam locos on 11% grades, switchbacks, night photos on two-day weekend. Write Cass Scenic R.R., Cass, W. Va. 24927.

May 21: Suffolk County Model RR. Engineers Train Meet, 10 a.m.-3 p.m., Knights of Columbus Hall, Hawthorne Ave., East Islip, N.Y. Buy, sell, trade trains, all gauges and scales, other railroadiana. Adults at door $2, kids under 12 free. Contact Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769. ●

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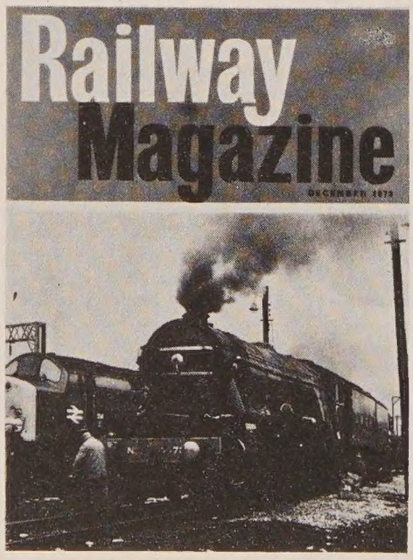

RAILWAY MAGAZINE

DORSET HOUSE,
STAMFORD STREET,
LONDON, SE1 9LU ENGLAND

Rebecca Sanchez from Cebu City.

Pen Pals Wanted

(No charge for listing in this section)

Miss Becky Sanchez, 66-A.F. Llamas St., Punta Princesa, Cebu City, 6401, Philippines (age 19), secretary, wants dependable friends.

Miss Eugenia I. Cabizon (age 27), % Mr. Bernardo I. Cabigon, N.C. Epscanio St., BO, Camputhaw, Cebu City, 6401, Philippines.

Bob Horton, (age 35), P.O. Box 2931, Lincoln, Neb. 68529, likes to travel, will correspond with female railfans anywhere.

Miss Mercedita Sabornido (age 16), Kawayan, Leyte, Sub Province of Biliran, Philippines, 6907, high school student, collects stamps.

R.L. Denton, Box 5122, Midland, Texas 79701, wants to hear from anyone who knew Jim Parkinson, WP engineer out of Elko, Nev., in 1920s, or wife, Golden. Jim was stationed at Benbrook, Texas, during WW1. Wife was T&P telegrapher on old Ft. Worth Div.

Miss Lourdes Tero (age 23), Lonbisco, Tipolo, Mandaue City, Philippines.

Mlle. Catherine Carter (age 15), 5 Rue de Lorraine, Saint Gillles, 52200 Langres, France, daughter of French ry. man, likes reading and records, will correspond with a railroader's daughter (no boys or men).

Tom Teeter (age 15), 1540 Cole Park, Ft. Campbell, Ky. 42223, wants to hear from railfans, esp. Rock, Pennsy, ICG.

Glenn Courtney, 5 Melody Dr., Halifax, N.S., Canada, B3M, 1P8, will swap Canadian ry. and industrial loco slides; also CV, DW&P, GTW.

Richard W. Daniel (age 50), 306 Marion St., Graham, N.C. 27253, disabled war vet, welcomes letters, cards. Will buy size 616 pix of ATSF, NP, Frisco, UP, also streetcars.

Mlle. Mylene Teigny (age 17), 3 Place du Cant, Charlot, 89400 Migennes, France, interested in music, reading; wants pen friends.

Jim Kunkle (age 37), P.O. Box 2984, Denver, Colo. 80201, Colorado streetcar and bus historian, will write to fans with same interests.

Frau Inge Lerner (age 38), Sudetening 17, 683 Schwetzingen, Germany, interested in knitting, reading; wants English-speaking women pen pals (not men).

Ross Lawler, % P.O., Bluff, Queensland, Australia, 4702, Queensland, Australia, 702, train driver, Queensland Rys., swaps railroad photos with anyone.

Mlle. Azelle Reib (age 31), 44 Rue Emile Zola, 95600 Eaubonne, France, daughter of French ry. engineer, living in Paris suburb, will correspond in English or French with a railroader's wife or daughter (no men). Interested in foreign languages, gymnastics. ●

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